small air forces observer

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July 1998

US $4.00



Slovenian Pilatus PC-6 & PC-9
Ecuadorean Cessna A-37
Mexican B-25 Mitchells
Croatian Pilatus PC-9
Spanish Lockheed T-33
Danish PBY Catalinas

vol. 23 no. 2 (90) July 1999

SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such than when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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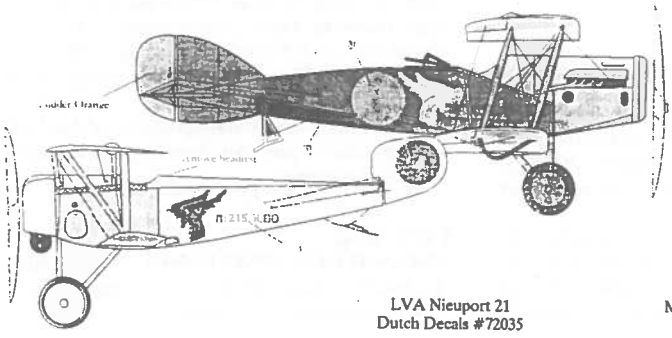
LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last know address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Ludoric Lamouroux, Montry, France; Scott Fraser, Sidley, BC, Canada.

COVER COMMENTS: These Dick Ward photos of Danish Air Force Catalinas complement Ted Burnett's article that begins on page 46 and P. Akselstad Petersen's drawings on pages 52-55. All three men are to be complimented on this excellent addition to the literature on the small air forces. By the way, Ted is the editor of the excellent IPMS Swedish Air Force Special Interest Group (SIG) and this article is representative of the high-quality material found in their publication.

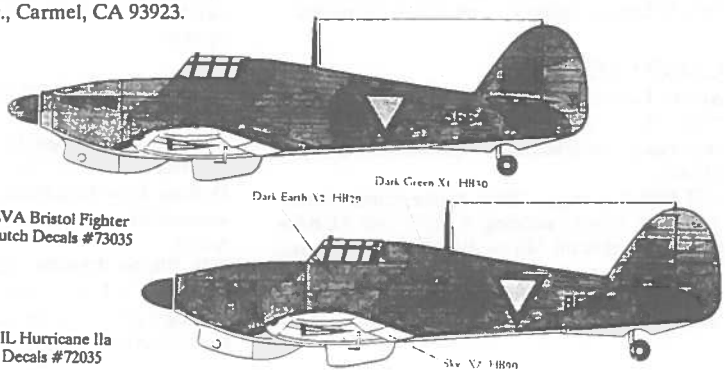
TAILPIECE: The captions for these photos of the Mexican B-25 Mitchells are found on page 45, at the end of Santiago Flores' excellent article of these enigmatic aircraft. All photos via the author.

ESTATE SALE: A few books and magazines remain.Magazines of non-aviation nature are free (comments below); aviation magazines from $0.50 to $1.00; soft-bound books $1.00 to $5.00; hard-bound books $5.00 and up (there are some excellent books remaining). The collection of decals includes many rare and long-unobtainable sheets such as Stopple and ABT. Send $1.00 (or two IRC) and a legal-size envelope for list.

LAST CHANGE SALOON: To begin to clear the shelves, a few titles from the Estate Sale will be offered each issues. If they are not sold by the time the next issue is published they will be tossed out. These are free, you just pay the postage. **ARMIES & WEAPONS INTERNATIONAL**, 35 issues from 1974-80; **SOVIET MILITARY REVIEW**, 21 issues from 1968-75; **ATOM** (Czech), 40 issues from 1977-80; **CANADIAN FORCES SENTINEL**, 14 issues from 1966-74.



LVA Nieuport 21
Dutch Decals #72035



LVA Bristol Fighter
Dutch Decals #73035

ML/KNIL Hurricane IIa
Dutch Decals #72035

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A$27; air mail A$30).
1/99 (28 pages) "The Wee Royal HS-125" 4 pages including 3 pages of drawing of the color schemes carried by The Royal Squadron's HS-125s. "Two-Hole Fiat" one pages on converting the Fiat CR.42 into the 2-seat trainer. "Droning on and on and on ..." 2 pages including 6 side-view drawings of US Army and Navy F-86 drones. "Early Birds" 3 pages on the Etrich Taube with 3-view 1/72-scale drawings of a 1913 Taube and a Austro-Hungarian Taube of 1915. "Qantas Liberators" 3 pages including 4 side-view drawings. "Flying Rat Cats" 3 pages including 3 side-view drawings of Qantas Catalinas. "A Couple of more Cats" 7 pages including 2 photos and 4-side-view drawings of civil Australian Catalinas. "The Ju 52 in Papua-New Guinea" 2 pages including 3 side-view drawings of Gibbs Sepik Airways Ju 52s.

AUSTRIA

OFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Pfenninggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 20-Year (77/97) Index available.
1/99 (36 pages) "Die Flugzeuge und Markierungen der Flik 63J" 9 pages including 6 photos and 9 side-view drawings (Phoenix D.I & Oeffag Albatross D.III). "Segelflugzeug OE-POLDI" 3 pages including one photo. "Irish 'Austro-Magister'" one page with 2 photos of Irish Magisters and a table connecting IAAC serial to Austrian AF serials.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is $10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)
#91 1999 (16 pages) "Vultee 72 Vengeance no Brasil" 3 pages including one photo and 2-view scale drawing.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US $24.00 in US $26.00 elsewhere).
26/2 (24 pages) "History of the Canadian Lancaster X Passenger Planes" 5 pages including 7 photos. "Modeling a Canadian Lancaster X Passenger Plane" 4 pages including sketches. "Dolling up the Do-24" 2 pages on the Dekno 1/72 resin Do 24K conversion kit and Flying Color Aerodecals for the Swedish Tp 24 including 3 side-view drawings (2 Swedish & one Soviet). "English Electric Lightning F2A/F6" 2 pages on building the 1/48-scale Airfix kit. "Eduard's 'Stripped Down' Skeletal Fi 156 Storch" 3 pages including 2 photos of the model.

CZECH REPUBLIC

AERO PLASTIC KITS REVUE (Vydavatelstvi Model Hobby Press, ul. 1. maje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues $33 surface or $45 air.)
#67 1998 (76 pages) "Jizni Afrika ocima ctenare APKR" 6 pages including 8 color and 11 b&w photos (Shackleton, Mirage III & F.1, Wasp, Puma, Super Frelon, DC-4, C-47, Harvard, Kudu, Cheetah, PC-7, BK-117, CN-235, & Spitfire 16). "Postavte si Kobru" 7 pages on the P-39D Airacobra including 5 photos and many sketches of details, 2 pages of scale multi-view drawings, and 4 color side-view drawings (USAAF & RAF). "Od Havaje k Japonskym ostrovum" (1.cast) 8 pages including 13 photos and 10 color side-view drawings of USAAF a/c in the Pacific. "Vojenske letectvo Chorvatska v letech 1991 az 1996" (3.cast) 5 pages on Croatian a/c including 10 photos (MiG-21bis, Mi-24V, J-21 Jastreb, Pilatus PC-9, AB 212, & Mi-8MTV). "Aeromacchi MB-339" (2.cast) 8 pages including 15 photos, 2 scale 3-view drawings (MB-339A PAN & MB-339K), and a page of multi-view color drawings. "Group Captain Billy Drake" 3 pages including 6 photos and 3 color multi-view drawings. "Pribeh Spitfiru EN 199" 3 pages including 5 photos and a page of color drawings showing EN 199 in 5 different color schemes. "Sokol v Ceske republice" (2.cast) 4 pages including 6 photos and 2-page multi-view 1/72-scale drawing of the PZL W-3A Sokol. "Siebel Fh 104 Hallore" 9 pages including 8 photos, 2 pages of 1/72-scale multi-view drawings, and 2 pages of multi-view color drawings (Luftwaffe and Czechoslovak). "Canberry v jizni Africe" 2 pages including 5 photos of SAAF Canberra. "Spitfire Mk.XII" 4 pages including 2 photos, a 1/72-scale 5-view drawing, and multi-view color drawings of two RAF a/c.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505).
2/99 (48 pages) "The Twin Hurricane" 4 pages including 1/72-scale 3-view drawing, a page of sketches on building the model, and 3 photos of the model. [Editor's note: I hope this isn't an April Fool's Day joke.] "Their Finest Hour" (Part 3) 3 pages on building the Smer multi-material Mk IV including 1/72-scale 4-view drawing and 2 photos of the model. "Coastal Command Shackleton" 2 page including 4 photos of the model. "Warhawks Weasel" (Part 2) 2 pages including 7 photos and a page of sketches of details.

The Catalina News (Joan Watts, The Catalina Society, 24 Batts Hill, Reigate, Surrey, RH2 0LT England. One year £15.)
#41 May 1999. (24 pages) "AAIB Report" a 7-page reprint of the Air Accidents Investigation Branch's report on the crash of Plane Sailing's Catalina VP-BPS on 27 July 1998. "Catalina Survey Flight" a 4-pages account of a flight from Canada to Brazil; the flight continues on to Gibraltar in the next issue. "An Unplanned Diversion" 3-page account of a flying the Greenpeace Catalina from Marseilles to Hamburg with an unscheduled stop at Karlsruche. "World Catalina News" one page including two photos of Peruvian Cats (information needed on identity of military gate guard at Iquitos).

PLASTIC KIT CONSTRUCTOR (PAMAG Publications Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).
#56 Winter 1998/99 (32 pages) "Fujimi's 1/72-scale Aichi E11A1 Laura" one-page kit review including 2 photos of the model. "Dynavector's 1:48 scale Skyshark" 6-page kit review including 30 photos of the model. "Airfix 1/144 Concorde" 2-page kit review including 6 photos of the model and 4 side-view drawings. "Air Fete '98 - Broader Skies" 2 pages including 6 photos (Lithuanian Let 410 and Slovak An-24). "Skoda-Kauba V5" a 1-page 1/72-scale 4-view drawing. "Westland Welkin Remembered" 5 pages including 6 photos and a 2-page 1/72-scale 4-view drawing. "Bell XFL-1 Airabonita" 6 pages including one photo, scale 3-view drawing, one side-view drawing, & several pages of sketches. "Toko's 1/72-scale Nieuport 11" one-page kit review with 6 photos of models. "Williams Brother's 1/52-scale Lockheed Model 10 Electra" one-page kit review with 4 photos of model.
#57 Spring 1999 (32 pages) "A Folgore for the Regia Aeronautica" 7 pages including 5 photos of model, 1/72-scale 4-view drawing, 9 side-view drawings, and sketches of details and corrections to the Supermodel kit. "Caudron C.710" one page of 1/72-scale, 4-view drawing. And, the usual plethora of excellent kit reviews with lots of photos of models. [Editor's note: The Toko Hansa Brandenburg W-39 has Danish and Norwegian decals.]

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque.
#11 Spring 1999 (36 pages) "Indans' Great Amok" 7 pages on Latvian Naval Aviation's epic 4000 mile Northern European tour of 1936 including 9 photos of Latvian Fairey Seals, a map, and 2 side-view drawings. "Air Force Insignia No. 16: China (Part 1)" 6 pages on pre-WWII insignia of all factions in China including lists of a/c, side-view drawings (Avro 504K, Breguet 14 & 19, Curtiss Hawk II, Polikarpov I-16, Tupolev SB-2, & Fleet 10), and a page of 12 insignia in color. "Early Afghan Aircraft" one page with 3 side-view drawings (DH-9, Avro 504K, & Duks R-1) and decal sheet. "What If? No. 2: Gloster F.3/48 Project" 2 pages including 3-view 1/72-scale drawing. "Chano War (Part 7): Other Bolivian Types" 4 pages including 6 side- & top-view drawings (Caudron C97, Ford Trimotor, & Junkers A.50 Junior). "Russian Civil War (Part 3): Early Bolshevik Aircraft" 2 pages with 9 photos (Ni-17, Ni-24, MS-G, Re-8, Spad VII, & Sopwith Strutter). "Air Force Insignia No. 17: China (Part 2)" 2 pages on Red Chinese insignia up to 1949 including a list of a/c, 6 insignia in color, a color side-view drawing (P-51D), & a color photo (Ki-55 Ida). "Iraqi Migs in Yugoslavia" one page with 4 photos of unmarked MiG-21s.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £3.00 UK, £5.00 Europe, $15.00 USA).
#27 May 1998 (40 pages) "The Magna Models 1/72 Scale Hunting Percival Pembroke C1 TP83" 2 pages including 3 side-view drawings. "The Vampire in the Swedish Air Force" 7 pages. "Building the Viggen in 1/72 Scale" 13 pages including 2 pages of sketches of details. "J21R - Sweden's First Jet" 2 pages. "Colours and Markings of the SAAB J35F Draken in the Swedish Air Force" 8 pages including 3 pages of drawings.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues $20.00, no check accepted due to the high redemption costs).

#129 1/1999 (24 pages) Nothing of small-air-force interest.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe $30, elsewhere $35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.
1/1999 (24 pages) "Fokker G.1" 7-page story of Finnish interest in the Fokker G.1 including 8 photos and 3-view drawings of the series a/c and the very different prototype. "Wooden-Wing Brewster" 6 pages including 3 photos and a 3-view drawing. "Hans Wind" 3 pages including 6 photos of the Finnish Ace's Buffaloes and a list of his aerial victories. "Finnish Cub (Part 1)" 4-page story of the ferry flight from England to Finland in 1951 including 6 photos. "A Museum Keeper's Nightmare: Harmala Airfield 1946" one page with 6 photos (LaGG-3, Rippon, G.50, Gauntlet, I-15bis, & P-40M) with all aircraft in deplorable condition.

FRANCE

Air Zone, Le Nouveau Mensuel de l'Air! (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.
#25 (68 pages) "Une Ecole de Haute Volee" 11 pages including 24 photos of French, Belgian, & German helicopters training in the Pyrenese Mountains. "Aviacion Naval Uruguaya" 9 pages including 14 photos (T-34C, Bell 47G, T-28F, S-2G, Piper Seneca, Cessna 182, Wessex 60, & Wessex HC.2). "Dans le Nid de Griffon" 6 pages including 12 photos of JAS 39 Gripen in Swedish service. "Voltige Victor" 6 pages including 10 photos of the Mirage F1s of the French aerobatic team. "Renaissance d'un Tomahawk" 2 pages including 4 photos of rebuilt P-40B.

JETS: Toute l'Aeronautique Moderne (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).
#40 Avirl 1999 (52 pages) "L'Ecole d'Application de l'Alat" 5 pages including 13 photos of French helicopters (Puma, Gazelle, Alouette II, Fennec, & Bo-105. "Les Derniers Starfighter" 6 pages including 13 photos of Italian F-104. "Les Journees Portes ouvertes au Japan" 6 pages with 13 photos of japanese a/c (XF-2, T-2, T-4, F-4, UH-60, E-2, & P-3). "Les Premiers Bombardiers a Reaction du Bureau Tupolev" 10 pages including 28 photos (Tu-12, Type 73, 78, 81, Tu-14 & Tu-22). "Aero India 98" 10 pages including 30 photos of Indian a/c (Jaguar, MiG-27, Mi-8, Kiran, Do-228, HS 748, PT-2, Lama, Ka-28, Cheetak, Tu-142, & Sea King).
#41 Mai 1999 (52 pages) "L'Ejecito del Aire a construit un autogire La Cierva C-30A" one page including 4 color photos. "Les Porte-Avions Foch en Adriatique" 6 pages including 16 photos (Etendard IV, Super Etendard, Super Frelon, Crusaders, Alize, Alouette III, & Panther). "L'Armee de l'Air dans Determined Force" 4 pages including 13 photos (Mirage 2000, CASA CN.235, and Jaguar). "Les Premiers Chasseurs a Reaction de l"OKB Sukhoi" 8 pages including 20 photos (Su-5, Su-7, Su-9, Su-11, & Su-15) and 3 pages of scale 3-view drawings (Su-9, Su-11, & Su-15). "Portes ouvertes a Hamamatsu" 3 pages with 8 photos of Japanese a/c (T-1, T-4, OH-6, F-86, & RF-4E). "Eleve Pilote" 4 pages including 8 photos (Epsilon & Tucano).
#42 Juin 1999 (84 pages) "L'arrivee des Mirage 2000-5 a Dijon" 4 pages including 11 photos. "Operation 'Trident Humanitaire', le pont aerien Humanitaire sur les balkans" 5 pages including 15 photos. "Bourget 99" 47 pages. "Eleve pilote" (2eme partie) 5 pages including 13 photos. "Les F-16 portugais" 8 pages including 16 photos.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).
#73 April 1999 (64 pages) "Les Avions Americains dans la Luftwaffe" 6 pages including 17 photos, 2 color side-view drawings (B-17 & B-24), color cover painting (P-51), and table of a/c. "Le Groupe de Chasse 1/3 'Corse' (2eme partie): Le premier sejour en Indochine" 7 pages including 18 photos (Mosquitoes & Goeland), one color side-view drawing (Mosquito), and table of a/c. "Une Deception: Les Sopwith Camel Belges" 6 pages including 14 photos and 4 color side-view drawings. "Le Role de l'Aviation lors de la Revolution de 1922 au Paraguay" 3 pages including 10 photos (SVA 10, FK-8, Breguet 14, & SAML A.3). "Missions sur l'Italie" 3 pages including 10 photos of French B-26. "Les Gloster Gladiator Portugais" 3 pages including 5 photos. "Les Amiot 143 a la 35eme Escadre" 3 pages including 6 photos. "Les Avions Kaproni-Bulgarski" (2eme partie) 8 pages including 28 photos (KB-2A, KB-3, KB-4, KB-5, KB-309, & KB-11). "Le Meeting Saharien de 1938" 6 pages including 16 photos (Goeland, S 81, FN 305, CA 310, Bf 108, Simoun, DH-84, CA 309, & CA 310) and map.
#74 Mai 1999 (64 pages) "Histoire des Forces Aeriennes Royales Roumaines pendant la Seconde Guerre Mondaile" 8 pages including 3 color and 13 b&w photos and 4 color side-view drawings (Me 109E, Ju 87D, SM.79, & IAR 80). "Le Groupe de Chasse 'Corse' (4eme partie): Le second sjour en Indochine" 10 pages including 22 photos, 2 color side-view drawings (F6F Hellcat & F8F Bearcat), and table of a/c. "Les As Francais de 39/45: Louis Delfino" 8 pages including 17 photos and one color side-view drawing (Yak-3). "Grandes Godasses sur la Mediterranee: Les Hydravions Heinkel 59 de la Legion" 7 pages including 16 photos of He 59 and a color side-view drawing of a He 60 in Spanish markings. "CAMS 30e: Le Premier Hydravion d'-Entrainement Yougoslave" 6 pages including 9 photos and a 2-page 1/72-scale 5-view drawing. "L'-Aigle de Flandres" 7 pages on Belgium ace de Meulemeester including 24 photos and a table of aerial victories. "Seimens-Schuckert D.III de Toko au 1/72eme" 4 pages including 14 photos of the model.
#75 Juin 1999 (64 pages) Photos: Swiss C-35 and Yugoslav Rogojarsky R-100. "Histoire des forces aeriennes royales roumaines pendant la seconde guerre mondiale" (10 pages including one map and 18 photos (MB 210, He 111, IAR 80, PZL P-11f, P-23 Karas, Hurricane, Klemm Kl 35, Potez 543, Fw 58, Nardi FN 305, Fleet F-10, IAR 27, Savio S.79B, Bf 109G, Ju 88A, & Ju 87D). "Les Dewoitine 520 italiens" 9 pages including 20 photos and 4 color side-view drawings. "Il'ya Muromets" 4 pages including 10 photos and one color side-view drawing. "Le Morane-Saulnier MS 225 C1" 8 pages including 15 photos. "Le Tupolev TB-3 face aux revensications allemandes" 2 pages including 6 photos. "Le Blackburn Skua" (1eme partie) 7 pages including 15 photos. "Le Hydravions Fairey IIIF grecs" 7 pages including 16 photos and one color side-view drawing. "Edmond Thieffry, l'as des 'Cometes'" 6 pages on Belgian ace including 14 photos and 3 color side-view drawings (Ni 11, Ni 23, & Spad 7). "Junkers Ju 88A-4: Maquette Monogram/Pro Modeler au 1/48eme" 4 pages including 7 photos of model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).
1/99 (40 pages) "Oberfeldwebel Simon Kastenmuller" 6 pages including 6 photos and a 2-page drawing of his Bf 109K.

ITALY

AERO FAN Storia di Italiane. Italian-English Text. (Giorgio Apostolo Ediore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.
#64 Gen.-Mar. 1998 (68 pages) "Piaggio-Casiraghi Designs" 16 pages including 17 photos and eight 3-view drawings of many project, of which, only a few (P.108, P.111, & P.119) were built. "The C.205V: A Roman Outlook" 9 pages including 5 photos and 3 drawings of early concepts. "Societa Italiana Transadriatica Venice: 1 January 1930" 12 pages including 12 photos (Junkers F.13 & G.24 and Hamilton 47). "Under Two Flags: A Cant Z.1007 in the ranks of General De Gaulle" 11 pages including 8 photos, one map, and 2 color side-view drawings. "Aces Gallery: Capitano Claudio Solaro" 5 pages including 7 photos, a color side-view drawing (C.202), and a list of aerial victories. "I Fiat CR.42 della Magyar Kiralyi Honved Legiero" one page with 5 color side-view drawings of Hungarian CR.42.

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US $50.00 overseas).
2-1998 (32 pages) "Tre Inediti SM.79" 5 pages including 8 photos and 3 side-view drawings. "regia Aeronautica: Schemi mimetici e false polemiche" 10 pages including 19 photos of WW2 Italian a/c. Side-view drawing of Italian Ar-96 & Ju 87D3 and Luftwaffe DFS 230 & Go 242. [Editor's note: Il Notiziario has temporarily ceased publications. Their present write" "Our branch has no problems with membership (about 500 members), but not enough members help with the management - and this number is decreasing. I am President, Secretary, sender of publications, writer, and much more. I need a member for the archives, one for secretary, two for publications, and more writers. But, this is a dream. I'll let you know when it is possible to exchange publications again."]

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).
#1 Gennaio 1999 (100 pages) Color photos: Moroccan AF CN-235 'CNA-MD'and Guatemala AF T-35B Pillan '200'. "NATO Air Meet 98" 5 pages including 7 photos (Spanish F-18 & RF-4C, Italian Tornado, & Portuguese A-7P). "Bolsena ei piloti Americani" 4 pages on American pilots training on seaplanes in Italy during WWI including 9 photos (FBA & Macchi L.3).
#2 Febraio 1999 (100 pages) Color photos: Brazilian Navy Skyhawk '01', Irish AC Gulfstream '251', & Portuguese AF F-16 '15106'. "L'Ungheria Guarda alla NATO" 5 pages including 12 photos of Hungarian a/c (MiG-21, MiG-29, Mi-8, Mi-24, & L-39). "Una Storia Portata dalle Onde" 14 pages on the history of the P-40 recently recovered from the water off Anzio including 26 photos from WWII. [Editor's note: This is a significant article and it should be translated into English and reprinted in a US magazine.] "'Open Day' in Argentina" one page including 3 photos (C-130, A-4, & Su-29).

#3 Marzo 1999 (100 pages) Color photos: Indian Su-30K 'SB008'; RAAF S-70, HS.748, & PC-9; and Turkish F-4E. "I programnni della RoKAF" 4 pages including 11 photos (F-51, F-16, F-4, AT-37, KTX-1, CN-235, & Hawk 67). "Il retorno del Centauro" 8 pages including 16 photos of Fiat G.55 during and after restoration.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.
4/98 (40 pages) "Syrian MiG-23 in Israel" 4 pages including 3 photos of the aircraft and 6 photos of the model. "SIG Airliners" 5 pages including 9 photos of models. "Douglas DC-2" 3-page kit review of the Dekno 1/72-scale DC-2 including 4 photos of the aircraft and 3 photos of the kit.
1/99 (36 pages) "De 'Gustav' vloog niet alleen bij de Luftwaffe" 4 pages including 10 photos of 1/72-scale models in non-Luftwaffe markings. "Met een Connie in de lucht heb je nog geen Connie in de hand" 6 pages including 19 photos of Lockheed Constellations.

POLAND

FANATYK PLASTIKU (ul. Slowackiego 2, 39-400 Tarnobrzeg, Poland.)
#20 (36 pages) "Robinson R-22" 3 pages including 8 photos, 1/72-scale side-view drawing, and 2 color side-view drawings (Poland 'SP-GSA' & Turkish AF).

SKRZYDLA W MINIATURZE (Avia-Press, ul. Starowa 13A m.6, 80-461, Gdansk, Poland.)
#13 (52 pages) "PZL S-4 Kania 3" 24 pages including 2 color and 41 b&w photos, color cover painting, and 9 pages of scale drawings. "DFS Kranich/Zuraw" 7 pages including 9 photos, a 2-page scale drawing, and 5 color side-view drawings. "Amerykanski i NATO-wski system oznaczen kodowych sowieckiej (rosyjskiej) techniki lotniczej i rakietowej" a 10-page list of NATO code names. "System oznaczen samolotow USA: US Army Air Service 1919-1924" 2 pages. "Pasy i paski na samolottach USAAC/USAAF podczas II wojny swiatowej" 2 pages of text on color schemes. "Richard Ira Bong: Supplement" 2 pages including list of aerial victories. "Metody malowania lotniczych modeli plastikowych" 3 pages including tables matching FS/Humbrol; Tamiya/Humbrol, & Gunze Sangyo/Humbrol paints.
#14 (48 pages) "An-2" Entire issue devoted to the An-2 including 19 color and 77 b&w photos of a/c and 26 color photos of unit insignia carried by Polish AN-2, 3 pages of 1/72-scale drawings, 7 double pages of 1/50-scale drawings, and 9 color side-view drawings (8 Polish and one Croatian).
#15 (48 pages) "Jak-3" Entire issue is devoted to the Jak-3 including 16 color and 43 b&w photos, color cover painting, 14 pages of scale drawings, and 15 color side-view drawings (6 Soviet, 8 Normandie-Niemen, & one Polish)
#18 (48 pages) "Bartel BM-4" 10 pages including 7 photos and 6 pages of 1/50-scale drawings. "Samolot Amatorski CJ-1 Starlet" 5 pages including 5 photos, full-page cutaway drawing, and 2-page 1/25-scale 3-view drawing. "PZL-105 Flaming" 15 pages including 3 color and 8 b&w photos, 9 pages of scale drawings. "'Podwpjne' Oznaczenia Samolotow Amerikanskiego Lotnictwa Podczas II Wojny Swiatowej" 16-page table listing americana/c used during WWII.
[Editor's note: An excellent supply of these issues and most other back issues are now in stock including the special issues on the Curtiss SB2C and Lockheed P-38.)

USA

Chine Lines (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. $10.00 USA or #13.00 overseas for 4 issues).
#15-16 Spring-Fall 1998 (36 pages) "He 114: The Unheralded Heinkel" 5 pages including 2 side-view drawings (Luftwaffe & Swedish) and reviews of the Top Gun and Mach 2 kits. "Tall-Tailed Cat" one-page review of the PBY-6A Broplan conversion kit including one side-view drawing (Danish). "Winged English Lions: The Napier Lion and the Schneider Trophy" 4 pages including drawings of engine, 3 side-view drawings (Sea Lion I, II, & III), & 2 photos (Gloster IVB & VI). "Noix Models 1/48 Resin Gloster IIIA & Supermarine S.4" 2 pages including 2 side-view drawings. "SAAB's Solitary Seaplanes" 2 pages on the S 17 and 91A including reviews of the Marivox and Broplan kits. "Norwegian Navy Native: The Hover MF 11" 4 pages including 1/144-scale 3-view drawing, 3 side-view drawings (Norwegian, Finnish, & Luftwaffe), and review of the Broplan kit. "Nordic Notes: Seaplane Book Reviews" 6 pages. "Dolling Up the Do 24"

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $30.00 USA or $30 overseas).
#164 May 1999 (148 pages) "The Wright Patent and US Military Aviation in World War I" 11 pages. "Curtiss Floatplanes of the Imperial Russian Navy 1912-1915" (Part 1) 14 pages including 7 photos and a scale 3-view drawing of the Curtiss E floatplane of 1911. "The Friedrichshafen Raid" 9 pages including 3 photos. "Cockpits/Instruments: Aeromarine 40" 7 pages of photos and drawings. And, all the usual, heavily-illustrated departments.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $30.00 USA or $30.00 overseas.).
#50 Apr. 1999 (84 pages) "The Northrop and Vought Fighters: XFT-1 & -2, N-3A, V-141, V-143" (Part 2) 15 pages including 22 photos, 2 3-view drawings (N-3A & V-143), and 3 side-view drawings (V-141 & V-143). "Osa and Martin Johnson's Famous Sikorsky Flying Boats" (Part 3) 12 pages including 12 photos. "Chilean AF Sikorsky S-41" 2 page plus color cover painting of a/c lost in a tsunami. "Racing Notebook" 12 pages covering Kieth Rider designs with 26 photos and table. "Aeromarine Model LDB: Air Service XII and XIII Night Bombers" 3 pages including one photo concept drawing. "Details: Bellanca XSF-1 & -2 Navy Scout" 8 pages including 24 photos. "Vickers Vedette Flying Boat" 3 pages on progress of restoration including 8 photos.

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"I am researching and writing a history of the Bell P-39 Airacobra to be published early next year. This is not everybody's best-loved fighter of WWII, but I am eager to tell its story and would like the help of our readers. My book will cover the design, development, and operational and combat use of the Airacobra, including its use in North Africa, the Southwest Pacific, and in the Soviet air arm. I am looking for anyone who worked on, maintained, or flew P-39s who might like to help with this history. I'm seeking personal recollections, reminiscences, and the temporary loan of photos of aircraft."
Robert F. Dorr (SAFCH #444), 3411 Valewood Dr., Oakton, VA 22124. Telephone: (703) 264-8950. E-mail: RobertDorr@aol.com.

"I am working on the history of the RoCAF (Nationalist Chinese Air Force). I need mainly older orders of battle including the precise squadrons that used such equipment as the B-24, B-25, C-47, P-40, P-47, P-51, F-84G, F-84F, F-86D, and F-5A in the past. I have enough information on the current status. I am able to provide many interesting facts and figures in exchange."
Vajda Ferenc-Antal, Chee de Marche 15, 5330 Assesse, Belgium. E-mail: ferenc.vajda@ping.be

"I am looking for photos and other material from American sources concerning the 7th Kosciuszko Squadron during the Polish-Bolshevik War of 1919-1920 for my next book. I will pay for the cost or reproduction and mailing and will give credit in the book for all contributions received."
Tomasz Kopanski (SAFCH #958), ul. Pomorska 31B, 03-101 Warsawa, Poland.

"I need information and/or photos on the following Romanian aircraft and the pilots that flew: (1) Messerschmitt Bf 108B, registration 'YR-MDI' flown by Cantacuzino and (2) Klemm KL 35B, registration 'YR-PSH', flown by P. Stanatescu. Both aircraft believed to have been in Brazil in 1939.
"I also need information on the Klemm KL 25 (built in England as the Klemm Eagle) with which Spanish pilot Juan Ignacio Pombo attempted a flight from Spain to Mexico in 1935. It crashed near the city of Camocim. Can any readers provide the registration of this aircraft?"
Sergio Luis dos Santos (SAFCH #1202), Rua Jardim Botanico 647/301, Rio de Janeiro - RJ, 22470-050, Brazil.

"I would like to contact any of your readers who have an interest in any or all aspects of aviation in Ireland. I am the author of 'Wings over Ireland', the story of the Irish Air Corps (1996) and 'Step Together!' the story of Ireland's Emergency Army 1939/46 (1999). I am now working on the last of what I grandly call my Irish Trilogy. This work is called 'Landfall Ireland' and it deals with the 220 warplanes - American, German, British, and Canadian - that forced-landed or crashed in neutral Ireland during World War II. Any information, particularly photographs on this subject would be very welcome.
"Does anyone know where I can purchase a copy of 'Wings over the Mexican Border' which was reviewed in the October 1991 issue of SAFO? I assume it is out of print because it is not listed in the University of Texas Press Catalogue of 1996.
"Finally, being a true 'aviation buff', I am also an avid collector of Pilots WIngs, and I am keen to purchase examples or to exchange in 'swaps'."
Donald MacCarron, 4 The Chyne, Gerrards Cross, Bucks SL9 8HZ, England.

Los Mitchell Mexicanos

Santiago A. Flores

Introduction:

Of the many types of aircraft used by the Fuerza Aerea Mexicana (Mexican Air Force) throughout its long history there have been only two real bombers. The first one was the French Farman F-50 bomber that saw service from 1920-1927. It was not only used as bomber during a couple of internal rebellions, but also as a transport. They also participated in a number of long-range flights. After the retirement of the Farmans, the Mexican government saw no further need for true bombers since it did not perceive any creditable external threat. Therefore, the Mexican Air Force adopted general-purpose biplanes to combat local bandits and rebels.

However, with the Second World War looming on the horizon that need would change. After the December 7th, 1941, attack on Pearl Harbor, Mexico severed diplomatic relations with Japan, italy, and Germany. Then, in May 1942, German U-Boats began operating along the American East Coast and in the Gulf of Mexico, attacking and sinking Mexican tanker and merchant shipping. That caused Mexico to declare war on the Axis Powers on May 28th, 1942.

At this time, the Fuerza Aerea Mexicana consisted of two aviation regiments with one assigned to protect the Pacific coast including the Peninsula of Baja California. The Regiments were operating a mixed bag of Mexican-built Azcarate Corsarios (based on the Vought 02U-4A), American-built Chance Vought 02U-2M Corsairs which were bought in 1928, and some Consolidated Model 21-M biplanes which had been obtained from from Canada.

The aviation school, then located at Monterrey, Nuevo Leon, had one surviving Ryan STM and about six Fleet F-11-32 biplane trainers. In August 1941, they received five out of the ten Mexican-built Barrera "Ares" EP biplane trainers. New equipment was received in March of 1942, in the form of six Sikorsky 0S2U-3 Kingfishers in land-plane configuration. After their arrival at Mexico City, these Kingfishers were assigned to coastal-patrol duties in Baja California with the 1/o Regimiento Aereo (Air Regiment).

When Mexico joined the allies, her air force began to benefit from the Lend-Lease program that would supply American-built aircraft from basic trainers to some combat types such as the Republic P-47D's used by the Mexican Expeditionary Air Force in the Pacific and the Douglas A-24B dive bombers (the US-Army version of the SBD Dauntless dive bomber).

As for bombers, the closest it got to receiving any during the war were 24 Beechcraft AT-11 Kansan Bombers which was actually a bomber trainer equipped with a bombsight and racks holding up to ten 100-pound practice bombs. However, the AT-11 could be used as a bomber as it was in March 1954 when they were used in combat against the rebel Ruben Jaramillo.

A Planned Expansion:

With all these aircraft arriving, Gral. Brigadier P.A. Gustavo Salinas Canima, chief of the air force (1942-1946), envisioned a 1,000 plane air force for Mexico, of which 600 were to be combat types (300 medium bombers, 150 attack bombers, and 150 fighters) and the rest were to be non-combat aircraft (300 trainers and 100 transport and liaison). In a American Intelligence report dated April 17, 1944, Gral. Salinas outlined the types of aircraft he wanted for the post-war air force. Among the types mentioned in the report were: Transports: C-60's and C-53; Liaison: L-5; Helicopters; Bombers: B-25, A-26, and B-17 (enough to equip one squadron); Dive Bombers: A-24 and A-25; Fighters: P-51 and P-47. In a report dated March 14, 1944, he had established an identification system that included the codes "BM" signifying "Bombardment Medium" with third letter denoting the manufacturer. The number block "3501-4000" was assigned to this type.

In spite of receiving the tentative approval from the Secretary of National Defense, this planned expansion of the air force was never carried out. Some of the reasons for the failure of the Salinas plan can be traced to the lack of support for the Air Force after the war was over. Also, General Salinas had a fallout with the President, General Manuel Avila Camacho. Early in 1945, acting on the recommendations from the USAAF liaison group, General Salinas had relieved Col. Antonio Cardenas Rodriguez from his command of the 201st Fighter Squadron at that time still training in the USA. When Col. Cardenas found out about his removal, he flew to Mexico City and went directly to the President to explain his side of the story. As a result of this meeting, President Camacho ordered that Col. Cardenas be reinstated as commander of the 201st (which later became the Mexican Expeditionary Air Force,on January 1,1945).

The American report stated that, "He (Salinas) stated to the undersigned (Col. George P. Champion A.C. Air Attache) that he was in ill favor with the President as a result of the incident, and that it would be no surprised to him of he were relieved from command in the near future."

In 1946, Gral. Salinas was replaced as chief of the Air Force by the newly-promoted General Brigadier P.A. Antonio Cardenas Rodriguez. Cardenas did not continued Salinas planned expansion, quite the contrary, Cardenas main concern was to keep the air force flying on the limited budgets that would plague his entire time in office until 1953.

The Arrival of the Mitchell:

Aircraft not mentioned in any listing of Lend-Lease aircraft sent to Mexico are three North American B-25J-30 Mitchell medium bombers that arrived at Mexico City on or about March 12, 1945. These particular aircraft had been built in Kansas and were ex-USAAF aircraft: 44-86712, 44-86717, and 44-86718. These bombers were delivered by USAAF crews and they arrived in standard USAAF markings. They were not painted in Mexican air force markings until after December, 1945, when they were officially handed over to the Mexican Air Force.

Before being turned over the the Mexican Air Force, the USAAF crews trained the Mexicans in the use and operations of these medium bombers. The Mexican group was headed by then Maj. P.A. Raul E. Foullon Cabrera. In December 1945, when the new Republic P-47D-35-RA Thunderbolts for the 201st Fighter Squadron arrived in Mexico City, an open house was organized to show up this new equipment to the general public. Other aircraft lined up with the P-47's were the three B-25's, still in their American markings of overall aluminum finish with the stars and bars in the standard positions.

After December 1945, the Mitchells were given the following letter-number combination: 44-86712 BMM-3501; 44-86717 BMM-3502; and 44-86718 BMM-3503. BMM: Bombardero Mediano Mitchell (Medium Bomber Mitchell).

By August 7, 1946, American intelligence reported the B-25's formed a medium bomber squadron at Mexico City, possibly under the command of Maj. Foullon. The B-25's were later assigned to Escuadron aereo 206 which was part of the 4/o Groupo aereo, based at Cozumel, Quintana Roo. The American AOB (Air Order of Battle) for March 31, 1950, listed the squadron equipment as follows: 3 B-25J; 5 A-24B; one 21-M (Consolidated Biplane); 3 OS2U; and 3 L-5E. But annotated by the B-25's was "USAF DFP" (United States Air Force Demonstration Flight Program), which not only covered the B-25's, but also the following aircraft and their location based on the previous mentioned AOB:

UNIT	LOCATION	AIRCRAFT
206 Sqdn.	Cozumel Q.R.	3 B-25J DFP
Transp.Sqdn.	Mexico City	2 C-47 DFP
Photo Sqdn.	Mexico City	1 F2B DFP
Military Aviation School	Guadalajara, Jal.	3 T-6 DFP
	(+2 more T-6 location unk.)	
General Training Center	Mexico City	2 T-6 DFP

While the FAM AOB for March 1, 1950, mentions: "At this time, the FAM has 282 aircraft of which 117 were airworthy, U.S. had 3 B-25's, seven AT-6's, and one C-45/F-2 on loan to FAM, and these were all assigned to the Demonstration Flight Project."

It appears that since 1945, Mexico's bomber force had been on loan from the USAF! To better understand this situation, the noted Latin-American aviation historian, Dan Hagedorn, explained the role of the DFP to the author: "The DFP has a rather interesting story and it gets a little sticky. General 'Hap' Arnold, on his own authority following a visit to Mexico during which he conducted some personal diplomacy not sanctioned by the U.S. State Department, made some promises to the FAM and Ministry of Defense Officials. He was very avid about post-war hemispheric solidarity and mutual defense. The 14 aircraft in question went to Mexico completely on his authority and in final analysis were rather loosely covered by the Lend-Lease program. General Arnold however, had made an 'informal agreement' to sell the aircraft to the FAM for a price of from one to five dollars each!. However, when he got home and the bureaucrats got in on it he couldn't find any US government agency willing to handle the transaction at such a ridiculous price. The US State Department for its part would not then sanction a change in the selling price because they viewed Arnold's offer as an informal nation-to-nation agreement. This incredible situation lingered on clear into 1947 and there was a considerable amount of correspondence and memo traffic about it. Arnold solution was to field the DFP to cover the aircraft as 'Training Aids' (which they in fact did admirably) and made the best of the situation. It is the closest thing to a mission that the FAM has ever had from the USAAF/USAF. The aircraft were, I belive, maintained in USAAF/USAF markings until finally handed over in pristine condition to the FAM although they had nominally been counted on the FAM AOB since 1945."

During their service in Mexico, there was only one accident with the B-25J's. Sometime in 1946/47, when BMM-3502 was landing at Mexico City airport, the brakes failed and the aircraft eat up the runway so the crew, lead by Pilot (rank unk.) Luis Salinas Camina or F. Somellera, crashed into the side of a hangar and Luscombe XB-FEJ. Nobody was hurt and the damages were minor to BMM-3502, but there was serious damages were to the hangar and the civilian aircraft.

The Last Years:

By 1951, Escuadron Aereo 206,under the command of Major P.A. Antonio Mejia Castro, had on strength the three B-25J at Cozumel, Q.R. A British Air Attache report mentioned that the 206 had accumulated from January 1 to November 20, 1950, about 358:30 hours of flying time. This same reports mentions, "The P-47's, A-24's, B-25's, and AT-6's in operational squadrons are armed " Based on photographic evidence, this statement appears not to be true since most of the photos of the Mexican B-25's shows them without armament.

1950 was a bad year for the 206, losing a number of aircraft in accidents: one OS2U-3 Kingfisher (AZS-4505, July 1950) and three A-24B's (Bid2515 and -2522 in September 1950, and BID-2529 being classified as damaged in Jan. 1950).

By 1953, Gral. Cardenas was relieved from his post of Chief of the Air Force and was replaced by Gral. Alberto H. Vieytes y Vieytes from 1953-55. During his farewell speech, Gral. Cardenas mentioned his accomplishments during his six years, among them the acquisition of aircraft: 9 C-47's, 10 AT-11's, and 34 North American trainers. Thanks to his suggestion, Washington had donated 2 C-47's, 2 B-25's, 3 AT-11's, and 6 North American. (The aircraft of the DFP?).

The B-25J's, which were popular with their crews, were flown in coastal patrols and used as transports in the areas of Chetumal, Cozumel, Carmen, and Campeche in the Southwest zone of the country.

It is reported that by 1947 (other sources say 1951) a different designation had been given to the Mitchells changing from BMM to BLM (Bombardero Ligero Mitchell/Light Bomber Mitchell), for example BLM-3502.

The last mention of the Mitchells by American Intelligence was on June 30, 1954, when one operational B-25J was reported on strength, this possibly being BMM/BLM-3503 at Cozumel, Q.R. However, other sources reported this aircraft still in service as late as 1957.

From photographic evidence, it appears that at least two of the Mitchells (3502 and 3503) were brought back to Mexico City for use as training aids at the Air Force mechanic's school. In the end, these aircraft were scrapped with only the nose section of BMM-3503 being preserved in an Air Force warehouse at Mexico City International Airport with other artifacts for a future aviation museum.

Marking & Nose Art:

When the B-25J's arrived, they were in a overall natural metal with American markings and USAAF serials on the rudders. After being handed over to the FAM, they received the FAM insignia in six places (wings and fuselage) and the letter/number designation, example BMM-3502, painted on top of the forward part of the rudder. Also green OD anti-glare panes were painted in front of the cockpit and on the inner sides of the engine cowlings.

As for nose art, BMM-3503 had a tiger in a white circle with the title "El Tigre del Caribe" (The Tiger of the Caribbean),

while BMM-3502 had a vulture holding a bomb inside of a rhombus nd the title "Nina Hermosa" (Beautiful Girl. At one time, BMM-3503 had the head of a Aztec Eagle Warrior painted under the pilots cockpit.

At the time of the reported change from BMM to BLM, a scheme was adopted with the lower fuselage painted in light/neutral gray, the engine nacelles in red, and the title "Fuerza Aerea Mexicana" written in the space between the wing trailing edge and the machine-gun window on both side.

Another insignia that appeared more refined was the Aztec Warrior head in a circle surrounded by the legend "Bombardero Ligero B-25" (Light Bomber B-25).

The last scheme applied was silver fuselage, undersides gray, engine nacelles in blue, and the engine cowlings and wing tips red. Nose art added to BMM/BLM-3503 was a flying Vulture with a stretched neck carrying two bombs with another surprised bird flying above. This particular nose art is preserved.

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

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11. Mexico City newspapers for Thursday June 4, 1953. Mexico D.F.

Photo Captions (Photos on page 35-36.)

a. A rare in-flight photo of a Mexican Air Force B-25J over the Mexican countryside, possibly taken in the late 1940's, since the aircraft retains its first color scheme. (Manuel Ruiz Romero).

b. B-25J Mitchell BMM-3503 parked at Mexico City next to a Budd Conestoga cargo aircraft. (Ing. Enrique Velasco).

c. The open house held at Mexico City airport in late December 1945 after the arrival of the P-47D's. Note two of the three B-25J's on display with their USAAF markings. (Ing. Enrique Velasco)

d. A B-25J in later life. Note the removal of the top turret and nose guns. This is the final color scheme before being retired from the service. (Sr. Mardonio islas Perez).

e. Another shot of BMM-3503 at Mexico City. Note the Aztec Warrior head painted below the cockpit. (Ing. Enrique Velasco)

f. A sad view of BMM-3503 and 3502 at Mexico City. Note that 3503 still retained her top turret and nose guns. Also, note the colorful nose markings which have been preserved. (Ing. Enrique Velasco).

g. A kid looking out of the cockpit of BMM-3502 at Mexico City. Note the insignia painted under the cockpit with the legend "Bombardero Ligero B-25" and the missing top turret. (Ing. Enrique Velasco).

h. A nice shot of the nose marking of BMM-3503 at Mexico City showing the details. (Ing. Enrique Velasco).

The author would like to thank the following people for their help in this article: Ing. Enrique Velasco, Sr. Manuel Ruiz Romero, Mr. Dan Hagedorn, Sr. Mardonio Islas Perez, Dr. Gary Kuhn, and Sr. Hector Davila Cornejo.

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"The Ninth Biennial Conference of Historic Aviation Writers (CHAWs #9) will be held in St. Louis 22-24 October 1999. Proposals for presentations about research, experiences, and work in progress are welcome for consideration. CHAWs is a semi-formal network group for those with an interest in aviation history (past, present and future). Proposals from all occupations and levels of experience are welcome.

"CHAWs #9 will have a 'keynote' focus on aviation in the greater St. Louis area with speakers from the region. Otherwise, there is no specific conference theme, and all proposals about aviation topics for paper and panels will be given consideration for presentation. Proposals should be no more that one page in length and be planned for an approximate twenty minute time period. Please send written proposals to the address below. Electronic inquiries are welcome."

David C. Montgomery, CHAWs Co-Chairman, 412 Knight-Mangum Building, Brigham Young University, Provo, UT 84602, USA. E-mail: david_montgomery@byu.edu.

[Editor's note: David is a SAFCH member, and he asked be to extend this invitation to SAFO readers.]

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It's strange what turns up when you start cleaning up your desk. Way back in 1989, I received tucked into my issue of the PACIFIC MODELLER (Hawaii) an etched-bass sheet wrapped in the October 24, 1985 issues of the NEW TIMES (up-state New York). There were no instructions or letter of explanation. A letter on inquiry to the editor of PACIFIC MODELLER brought no reply, and the brass was filled away and forgotten - until now. The brass, measuring 4 inch by 7 inch, is etched on a amber plastic background and consists of 6 identical sections. The parts appear to be for the cockpit of a modern jet fighters, but I can't be sure. Anyone interested in this sheet, can have it for free although a donation to the SAFCH Sponsorship Fund would be appreciated.

Jim Sanders (SAFCH #1), 27965 Berwick Dr., Carmel, CA 93923, USA.

Danish Military Catalina Amphibians

Ted Burnett

One of the most important requirements for the Danish Naval Air Arm after WWII was to continue photographic surveying of Greenland for the preparation of accurate maps. Large areas had been covered by aerial survey from 1932 to 1937 and a special expedition was formed in 1938 to survey Pearyland (in the extreme north of Greenland), with a Dornier 10 ton Wal flyingboat. In 1946 there were two groups with interests in Greenland : The Geological Institute and The Pearyland Committee. These organizations needed air transport for the survey work, so on 21st September 1946 a commission of three was sent to the USA to purchase suitable aircraft. The group comprised engine and airframe engineers and Captain E.J.Overbye (who had been a junior pilot in the 1932-37 survey, and 2nd pilot in the Pearyland expedition.), who, along with the Danish Air Attaché in the USA, commenced the search for suitable aircraft. It was the PBY-5A Catalina that they had in mind. The Commission's task was also to find out the terms for crew training for the Catalina, and to look for a smaller aircraft for air photography, Station Flight, and local transport duty in Greenland. The work was planned to take three weeks, it actually lasted three months!

The Commission arrived in New York on 22nd September and the next day visited Ambrose Aviation Corp., which had the first rights to Catalina aircraft owned by the Canadian War Assets Administration. Three days later they went on to Montreal to have a closer look at the Catalinas that were available. In the next 14 days they crawled in and out of Catalinas on airfields from Quebec to Niagara Falls. Ambrose's offer was $15,000 for each aircraft, and it was up to the buyer to accept them as found. It was very important not to buy "the Cat in the bag", so they searched for planes which were in the best condition with low hours on airframe and engines.

They found six acceptable out of the twenty examined, and three aircraft would be ready on 8th October 1946 for overhaul by De Havilland of Canada as soon as the contract was signed. The Commission worked on, and found that an inspection at DH Canada would be cheaper for a batch of six aircraft. In early December 1946 the Danish Navy Ministry were told that three of the original six Catalinas had already been sold to another customer, but they could be supplied with three other Catalinas which were hangared at Sydney, Nova Scotia. These were in better condition than the others so they were recommended for purchase.

All six Catalinas were Canadian built in 1943-44 by Canadian-Vickers in Montreal, under licence from Consolidated, and were known as CANSOs by the RCAF. They had all been in RCAF service during WWII. They received the Danish military registrations FM-51 to FM-56. It was originally considered by the Navy Ministry to fly five and cannibalize the sixth to ensure a supply of spare parts.

The 10th February 1947 was the start of the "Catalina Group" at the Naval Air Station, Margretheholm, Copenhagen, and three crews were sent to the US Navy base at Jacksonville, Florida, for training. This took seven weeks and at the outset their own aircraft were used (FM-51 and FM-52). On 24th May 1947 the Danish crews flew FM-51 and FM-52 over New York and Buffalo to Toronto where FM-56 was ready. On 3rd June the three Catalinas took off from Toronto and flew via Gander, Keflavik and Aalborg to Copenhagen. On the journey from Iceland to Denmark they had the wind coming from the west so they arrived in Denmark earlier than expected. To keep to the publicized time of arrival in Copenhagen at 10 am on 6th June, it was necessary to land at Aalborg airport. The flight time from Toronto to Copenhagen was 34 hours 20 minites. The last three Catalinas were flown home by the same route in June and July 1947.

During WWII a lot of changes had taken place in Greenland. The US air force had built a lot of airfields, radio stations and a few meteorological stations, so the conditions for flying were much improved. The first operations were on the west coast for the Geological Institute and the second Pearyland Expedition of 1947-1950. The leaders of the expedition, Eigil Knuth and Ebbe Munck planned to install a station at Zackenberg on Young Sound in Pearyland for 6 - 8 men for 24 months with support from two supply ships. (Eigil Knuth lived there for the rest of his life and did meteorological work until 1994). On 25th July FM-55 arrived from Iceland and two days later a group of eight men was landed with tents, radio station and supplies on the south bank of Brønlunds Fjord on 81°N.

In Copenhagen the Catalina group was organized as No.1 Air Group with 9 pilots, 14 engineers and technical staff and 13 conscripts, with E.J.Overbye as Chief. Until this time the numbering of Danish aircraft had been very confusing, a mixture of construction numbers, Danish Numbers, and former British serial numbers. The Catalinas had numbers from FM-51 to FM-56; numbers continuing from the Dornier Wal (FM-50) FM = Flyingboat Monoplane. The Defence Ministry ordered on 28th August 1947 that all Danish military aircraft had to be numbered with three individual numbers and a type number consisting of two digits. The type number of the PBY-5A was 82 and individual numbers were 851 to 856. One of the experiences that the flying service got in 1947 was that it was too hazardous to operate with only one aircraft in Greenland. The Pearyland Expedition wished to have two or more planes to fly supplies from Zackenberg to Brønlunds Fjord in the short period when there was no ice in the fjord. The operations on east Greenland were under the command of E.J.Overbye with Catalina Nos.852, 854 and 855. On the 9th of July the first two planes took off from LMS (Naval Air Station) Copenhagen. The supply ship "*Godthåb" was at Zackenberg and the operations were carried out from the beach. The aircraft were tied to moorings in the fjord. Repairs and overhauls were carried out on alloy platforms rigged under the engines above the fuselage. In a period of three weeks in August 1948, 35 tons of supplies and equipment were transported to Pearyland and the most northerly all-year station was equipped for eight men.

Along with this operation, another Catalina, No.851, was based in the south of Greenland at Narssarssuaq (Bluie West-1) and took up the photo-survey work that was cancelled during WWII. The flights were carried out at 12,000 feet. They had better conditions for work compared to the more northerly planes because they had an American base from which to operate. In September 1948 all four "Greenland Planes" were back in Copenhagen.

After two years of operations in Greenland and the North Atlantic, the Navy decided to improve the equipment in the

Catalinas, especially radio and navigation aids. In the summer of 1948, 853, 854 and 855 were equipped with AN/APS-3 radar, and on 19th May 1949 radio altimeter, LORAN, and gyrocompass were installed in 853 for tests. In the period 21 April to 3 May 1949 the Naval Aviation carried out tests with sea mine drops from 852 with a 'home-made' rig fitted where the underwing bomb racks had been. The tests were first with mines filled with sand, later with real mines, but the tests were soon cancelled and never pursued further.

In the summer of 1949 the two Catalinas 852 and 855 carried out 20 sorties between Zackenberg and Brønlunds Fjord. Two sorties in 1950 were with the last team with luggage and equipment back to Zackenberg, and the Pearyland Expedition of 1947-50 had come to an end. In all, the Catalinas had carried out 50 return flights between Zackenberg and the station in Brønlunds Fjord - one of the greatest tasks in Greenland ever made by Danish Military Aviation.

Along with the expedition work in north east Greenland, the Catalinas carried out photographic survey of west Greenland. The Catalina was not the ideal plane to carry out survey work. The operating altitude of 4,000 meters was not much higher than that of the pre-war Heinkel HM II (Hydro Monoplane No.2). The Geological Institute intended to photograph all the west coast of Greenland in five years. 1953 saw the last big summer operations of the photo year in Greenland and by then, all Greenland had been photographed except the inland ice covered areas.

In 1950 the Royal Danish Air Force was founded and the flying in Greenland moved into new tasks. Until now it was only in the summertime that flying was carried out. As a result of membership of NATO, Greenland Command was formed and for the first time an all-year-round Catalina was based in Greenland. The Catalinas did not only fly in Greenland, there were flights to the south, and even south of the equator. For on 6th December 1950, 852 flew with a new crew and air mail letters for the "Galathea" Expedition. It was an Ethnographic/Deep Sea expedition. It flew from Copenhagen, via Marseilles, Casablanca, Dakar, Accra, Leopoldville to Luanda in Angola. Its passengers and post were unloaded on 15th December and it was back in Copenhagen on 28th December. On the 8th February 1951, 1 Luftflotille (Air Group) changed its name to Esk.721 (721 squadron). In February 1951 another sortie was made south of the equator, this time to Mombassa in East Africa.

Meanwhile in Greenland, 856 carried on with the photo survey work based at Ella Island., on 1st August it accidentally taxied onto a reef in the fjord and ripped the hull open. Only by prompt action by the crew was it possible to ground the aircraft in shallow water where the crew were rescued. The aircraft was towed ashore and a repair was carried out so that it could be flown back to Denmark for proper repairs. In October 1951, 721 sqd was supplied with another two PBY-5A from MAP funds (NATO supplies). One was 857, built by Consolidated in San Diego in 1942 and 858 built in 1944 at New Orleans. The two aircraft differed, 857 had rubber leading edges to wings, fin and tail plane for de-icing and 858 had electrically heated leading edges. At the end of 1952 721 sqd moved from LMS Copenhagen to Kastrup Airport South, hangar 117.

In January and February 1953 there was a great flood in Holland and 851, 856 and 858 were sent to Holland for rescue and supply work.

In the summer of 1953 three Catalinas flew in Greenland, flying over 500 hours. In the autumn of the same year 851 was transferred to FMT (Flight Material Command) because of corrosion in the fuselage and it was scrapped, being the first RDAF Catalina to be withdrawn from use. On 1st April 1956, 721 sqd moved again, this time to Værløse near Copenhagen. At this time the Flight Command looked for replacements for the PBY-5A. Flight Command had the Grumman Albatross SA-16A in mind. The Catalinas were so worn out that it was not safe to operate them in Greenland and so they were to be withdrawn to Denmark In addition to examining the Albatross, the Martin Marlin was considered, and after some speculation, the PBY-6A Catalina was offered. These were in very fine condition with very few flying hours. They had been stored in the desert near Litchfield, Arizona. The Commission looked at 37 planes and selected 8 which were bought and made airworthy by Pan Air Corp, New Orleans, and flown to Værløse by American crews. The earlier PBY-5As had to serve a little longer as the PBY-6A had some technical problems such as engine overheating.

In 1958 the problems with the PBY-6A were solved and they went into full service in 721 sqd. Another two PBY-5A were withdrawn, so that the last PBY-5As left were 853, 855, and 857.

721 sqd was the RDAF's transport unit, which by the 1960's also operated C-47 Dakotas (until 1982) and C-54 Skymasters. The Catalinas operated from the naval base at Grønnedal in Greenland, making sea landings in the summer, otherwise landing on the ice. The normal crew of a Danish Catalina was eight : two pilots, two engineers, a navigator, radio operator, and two observers, plus freight, e.g food, coal, or dog teams. By the 1960's the original R-1830-92 engines were replaced by R-1830-90Cs as used on the C-47 since these were easier to obtain and service. To simplify maintenance the same radar scanner and set as used on the C-54 was also adopted. All Catalinas were re-skinned several times due to salt water corrosion. The Catalinas were known as '*Milcats (short for Military Catalina Amphibian).

As a consequence of the shipwreck of "Hans Hedtoft" in January 1959, three Catalinas were based all year round at Narssarssuaq (BW-1) with two crews. The tasks of this air group was: 1) Ice Reconnaissance; 2) Search and Rescue; 3) Sea Observation; 4) Fishery Inspection; and 5) Transport.

Air Group East, part of Greenland Command, was based on Mestersvig only in the summertime. The primitive conditions for repair made it necessary to go to Reykjavik, Iceland, for inspection as there was no hangar at Mestersvig.

In 1960, new aircraft numbering was decided. The letter L was chosen for the Catalina, in addition to the old three numbers. e.g. L-857 (PBY-5A), and L-862 (PBY-6A).

On 1st May 1961 the RDAF transferred the Catalinas to 722 sqd who had the Search and Air Rescue (SAR) role in a large sea area around Denmark. Pembrokes and Sikorsky S-55 helicopters also formed the equipment (until the Pembroke was taken out of search duties in December 1960) At the same time the operations in Greenland were placed under 722 sqd's control. The squadron's main base was Værløse, but permanent detachments were maintained on the air stations at Skrydstrup and Aalborg, in addition to the Catalina detachments in Greenland. 722 sqd was split up into Catalina flight and a helicopter flight. The two flights were organized as "Hunter - Killer" with the Catalinas finding the location of the casualty and the short range S-55 flying to the place and effecting the rescue. Most of the operations were located in Greenland but also in Denmark

it made remarkable rescue flights, although the Pembrokes and S-55s did not operate in Greenland.

One of the first aircrew rescue radio beacons was SARAH. Its purpose was to locate the survivors of ditched or crashed aircraft and was fitted to life jackets and inflatable dinghys. The search equipment was installed in Catalinas and it could locate the signal from the automatic beacon at a maximum range of 60 miles when the aircraft was at 10,000ft. When located, the survivor could transmit and receive speech, although the typical range was then reduced to some 5-6 miles.

From the summer of 1963 to summer 1967 the strength of the Catalina Flight was cut down to half. During a transport flight between Narssarssuaq and the Naval Base at Grønnedal on 10th August 1963 L-865 disappeared with 13 persons on board. The aircraft was found crashed on Cape Desolation. On 24th October the hangar burned down at Narssarssuaq and L-862 and L-864 were lost. On the 3rd May 1964 PBY-6A L-867 was flying all the way around Greenland when it was forced to alight WSW of Upernavik due to an engine failing. It put down into an open strip of water between ice at sea. Passengers and crew were rescued by a USAF Albatross from Søndre Strømfjord. L-867 was shortly afterwards squashed by the ice.

With the arrival of the Sikorsky S-61 in 1965 the Catalinas were transferred back to 721 sqd on 1st February 1966. The six planes, along with 17 pilots, and the charge of Greenland flights were also transferred to 721 sqd. One aircraft was based all year round at Air Group West in the summer at Narssarssuaq, and in the winter months on Sø*ndre Strømfjord. This deployment was a result of the hangar fire at Narssarssuaq in 1963 which also made it necessary to carry out inspections on the aircraft at FSN Værløse every 150 hours. The last surviving RDAF PBY-5A, L-853 crashed in the Kattegat north of Gilleleje on 11th December 1969 during a training flight with the loss of the second pilot.

Friday 13th November 1970 was the last day for the Catalina in the RDAF. The day was a typical autumn day in Denmark with changing weather : wind, rain, hail, snow showers. The last three aircraft were L-861, L-863 and L-868. They made a 5 hour flight so that every military airfield in Denmark had the chance to say good-bye. At 15.30 hours they landed at Værløse. An era of Danish aviation history was over.

These last three, together with L-866 were stored at FSN Værløse. L-868 and L-863 were sold in 1972 to Larkin Aircraft Corporation. Watsonville California. Those two Catalinas left Værlø*se marked as N15KL and N16KL on the 9th June and 13th July respectively. N15KL was later sold to "The Confederate Air Force" Harlingen, Texas. On 18th August 1975 N15KL crashed following an engine failure after take-off not far from Harlingen, three crew were killed and two survived.

L-866 was sold to the RAF Museum in June 1972 for a nominal amount. The aircraft was made ready at FSN Værlø*se at the end of 1973. On the 7th November whilst L-866 was being test flown at 6,000 there was a sound like an explosion - the aircraft had lost 10-12 square meters of fabric from the starboard wing. It was repaired and on 30th May 1974 it was flown to RAF Colerne. It is now on display in Danish Air Force markings in one of the hangars at the RAF Museum, Cosford. There is only one Catalina left in Denmark, it is L-861 and it is now restored as it was when it left service of the RDAF in 1970. It is in the museum ar Helsingor, north of Copenhagen. The PBY-5A L-857, which was grounded in October 1967, is now preserved by the Flyhistorisk Museum, Sola, Norway, as a Royal Norwegian Air Force aircraft of 333 squadron, marked KK*A and finished in dark sea-blue overall. After some 15 years storage outdoors on a farm in Denmark, it has been under restoration for nearly 10 years. Its restoration to museum display standard is not yet fully complete, although it is completely rigged apart from the outer-wing panels, and wing-tip floats, which are still being worked on.

The History of The RDAF Catalina PBY-6A L-866 which is displayed in the RAF Museum, Cosford

- 9 July 1943: 900 Improved PBY-6A aircraft ordered from the planned Consolidated factory at New Orleans. Not all built
- 4 April 1945: Completed at the new Consolidated Vultee Aircraft Corporation (Convair) factory, New Orleans for delivery to the US Navy as part of contract No.259; given the USN serial 63993. This aircraft was the 122nd PBY (and 62nd PBY-6A) built at the New Orleans factory where 235 PBYs were built in total. The aircraft was probably delivered and operated in standard US Navy dark sea blue gloss color with white lettering. Production PBY-6As carried a pear-shaped, pylon mounted radar immediately behind the pilot's cockpit and a twin 0.50cal m/g ball turret in the nose and had a taller fin and revised tailplane.
- 28 April 1945: Aircraft log book states "initial flight shakedown", i.e. first flight.
 May 1945: Awaiting delivery to US Navy.
 4 May 1945: Ferried to NAS Terminal Island, California.
 30 June 1945: Ferried to NAS San Diego
- 1 July 1945: On US Navy charge : FAW14, Pool (Transient Aircraft Unit, Fleet Air Wing 14, San Diego, California).
- 18 July 1945: VPB (Fleet Patrol Bomber Unit) 100, Fleet Air Wing 8, NAS Alameda, California.
- 27 July 1945: To NAS Pearl Harbor, Hawaii.
- 26 August 1945: VPB 71 Log Book entry at this time, immediately after the Japanese surrender, records modification and 'Prepared for ferry to forward area'.
- 9 November 1945-Dec 1945: Still with VPB 71.
- 7 November 1946: To Philadelphia for major overhaul.
- 25 April 1947: To NAS Mustin, Philadelphia.
- 13 May 1947: To Naval Air Station Willow Grove, Pa.

By 1948 only 5 PBYs served front-line in the US Navy fleet with a few more in reserve squadrons; they were quickly supplanted by Martin Mariner, Lockheed Neptune and Grumman Albatross aircraft in the patrol and Air-Sea Rescue (ASR) roles.

- Jan 1950: To NAS Seattle
- 11 October 1950: Overhaul at Seattle
- 5 November 1950: To NAS Norfolk, Virginia.
- 13 October 1953: Stored at NAS Litchfield Park, Arizona.
- 21 November 1956: Purchased by Royal Danish Air Force.
- 18 March 1957: 63993 was ferried to the Pan American workshops in New Orleans for overhaul for service with the RDAF having flown 1,636 hours in US Navy service
- 18 December 1957: Delivered to RDAF at Værløse, and modified by the Danish Air Force Air Material Command.
- 15 April 1958: Overhaul at Værløse.
- 3 June 1958: Released for service with Esk.721 at Værløse, where for some of its service at least it carried the radio call sign OVJBF.

- 22 December 1958: Damaged when nose wheel collapsed at Værløse. Repaired 31 December 1958
- 1 May 1961: To Esk.722 as L-866
- 5 September 1962: Damaged by bird-strike.
- 12 April 1963: Another bird-strike, at FSN Alborg.
- 22 July 1963: Overhaul; port outer wing exchanged with that from L-865.
- 1 February 1966: Returned to Esk.721. Twice each month L-866 and other Catalinas made the round trip of more than 4,000 miles from Søndre Strømfjord, Greenland to Værløse and back for servicing.
- 1 September 1968: Struck small iceberg during taxiing on sortie on east coast of Greenland, receiving major damage to the nose section, and was beached near the isolated outpost of Daneborg, where a temporary repair was made and the aircraft flown to Mestersvig for further attention.
- 24 July 1970: Starboard engine failure caused forced landing at Lista, Norway
- 25 July 1970: Final operational flight to Værløse.
- July1970: Grounded due to impending major overhaul being due and impending withdrawal of Catalinas from Danish service. Stored in the open at Værløse, having flown 3,694 hours 55 minutes in RDAF service.
- June 1972: Sold to RAF Museum for a nominal sum.
- Aug 1973: Overhaul commenced.
- 7 November 1973: Initial test flight after overhaul for delivery by air to UK. During flight from Værløse 12m of fabric was torn off the inner starboard wing trailing edge and several ribs bent and broken. The aircraft was safely landed and repaired.
- 21 May 1974: Test flight at Værløse after repair.
- 28 May 1974: Calibration/Deviation flight from Værløse.
- 30 May 1974: Final flight - delivery from Værløse to station museum RAF Colerne, Wiltshire, 7 hours including one hour circling Salisbury Plain awaiting scheduled arrival time. Pilot - Major Paul Ancker, CO of Esk.721 and six crew. Final flying hours 5,331.10.
- 31 May 1974: Electronic equipment removed from aircraft for return to Denmark for re-use.
- 9 October 1975: Moved by road to RAF Museum Cosford following closure of RAF Colerne.

Modelling The Danish Catalinas

There have been several kits of the PBY-5A Catalina issued in 1/72 scale over the years, kits are listed of the PBY-5A from Airfix, Aurora, Gee's Aero Works, Revell, Toho, and Tolmer. None of these earlier ones have been modelled by me, apart from the Airfix kit, which although generally accurate suffers from raised rivets and panel lines, moveable control surfaces and opening dorsal gun blisters, although its worst feature, in my opinion, is the representation of the wing as entirely metal covered, whereas the rear third of the wing is fabric covered.

A couple of years ago Academy-Minicraft issued a series of 1/72 scale Catalina kits which are particularly fine, with accurately engraved panel lines and rivets, alternative engine exhausts, and radar - although not quite perfect ! The "PBY-5A Black Cat" is the kit of the amphibious PBY-5A version, the other kits are of the pure flyingboat versions not used by the Danes. If you are building a PBY-5A version, all of the Danish aircraft were fitted with the nose turret with a flat top, apart from the two delivered in September 1951, Nos L-857 and 858, which had the later nose turrets with domed tops. (Both types of turret are included in the kit). This pair of aircraft were also painted in US Navy dark sea blue gloss with white numbers, when delivered, although it is not know for how long they operated in this color before being re-painted in the standard Danish colors, as per the drawings. Note that the Danish Catalinas did not carry gun armament.

A fault with the Academy kit is in the elevator area. It is evident from the fabric surface that the elevators extend to the tailplane tips. This is incorrect, as the elevators are rectangular, and the outer portion should be sanded smooth to represent the aluminium sheet skin. For realism, carefully score down the sides of the elevator and a small amount at the forward edge to enable the elevators to be drooped.

Until recently anyone keen on modelling the PBY-6A version had difficulty as the Revell kit of the PBY-6A "Captain Cousteau Catalina" has not been available for many years, as is the case of a very crude German vacuformed conversion kit. Janusz Brozek of BROPLAN MODELS has now produced a vacuformed conversion kit which includes the later taller tail fin and rudder, a correctly shaped tailplane/elevator for the '6A, the larger radar antenna for mounting on the cockpit roof, and a blanking plate for the nose to replace the nose turret. All these parts have been designed to fit the Academy PBY-5A Catalina kit, by reference to the excellent drawings by P Akselstad Petersen.

Construction proceeds in accordance with the kit's instructions, remembering not to include the guns. The following notes were made from an examination of the Catalina in the RAF Museum, Cosford, April 1997 : The whole interior of the aircraft is cockpit green, the instrument panel is matt black as are the control wheels, pilots seat frames black with orange cushions, seat belts buff color. Red handled bilge pumps on floor below pilots seats. Cockpit sides black, floor dirty aluminium, but center aisle of cockpit : cockpit green. Moving aft into the navigator and engineers compartments, the chairs are cockpit green color with orange cushions, the chart table surface is orange with various black boxes mounted on the table and walls. Red fire extinguisher left of door into cockpit. Aft of the pylon area are fawn colored bench seats along the sides of the fuselage, seating three to port, four to starboard. In the former rear gunners' compartment the floor is raised, so that parts No.G1 and G11 are not needed. The new floor in the model is made from 20 thou plasticard cut to shape and painted matt dark brown To add some interest, I scored around the forward bulkhead door (in part G4) in the this compartment and mounted it in the open position.

Further detailing in the cockpit area can be done with the Eduard etched brass set, No.242 this includes a fine instrument panel with photo instruments, seats, seat belts, a new floor, rudder pedals and the roof mounted throttle quadrant. Externally there are few parts on the fret which are applicable to this model, the multi-pole radar aerials are perfect - but only on a WWII aircraft ! The panels for the undercarriage bays will not be seen. Only the ladder to the starboard blister is used.

A Review of the BROPLAN 1/72 scale Conversion kit for the PBY-6A Catalina by Kai Willadsen

Broplan of Poland have covered the gap left by Revell discontinuing the Cousteau Catalina, so far the only kit of the PBY-6A variant. The kit is designed to fit the Academy PBY-

5A. Containing one vacuformed sheet and a set of instructions, the kit includes no decals. Included are horizontal and vertical tail surfaces (applicable to all PBY-6A variants), additionally the turretless nose top surface and the large radar fairing characteristic for the Danish PBY-6A Catalinas. Please note that the following observations are not based on an actual test build, but on comparison with photographs. The first move was to pick up the Squadron/Signal Aircraft in Action No.62 for comparison with drawings. Any authority of this publication's set of PBY-6A drawings evaporated rapidly, as Mr Don Greer has obviously got the shape of the horizontal tail surfaces completely wrong, as revealed by a quick look at the accompanying photographs. Fin and rudder appear correct in basic shape. Some cleaning up and sharpening of edges is recommended; the rudder will gain sharpness in being cut free. Panel lines are almost correct, although one is missing. The openings for the rudder hinges have been extended a little too far rearward. These are minor details and easy to correct. The tailplane is quite accurate in shape and panel lines. Comparing with P.*Akselstad Petersen's drawings (published in Airfix Magazine June 1969) I have slight reservations as to the shape of the tips and the rudder cutout. However, whether the kit parts or the drawings are right will have to be decided by a comparison (not yet done) with the actual aircraft. The radar dome is quite close to the actual shape (and probably better that what I would have been able to achieve from scratch). The nitpicker will want to change the subtle shape of the front and rear roundings slightly. Compare with photos.

Before joining the fuselage halves it is essential to fix plenty of lead weight in the nose. The PBY-5A version needs *a lot* to balance the heavy tailplane and rudder, by using a lighter vacuformed tail on the '6A, less weight is needed. When modelling any aircraft it is essential to check reference material for individual differences, such as engine exhausts, radio antenna, whether the aircraft has black rubber leading-edges for de-icing as on most PBY-5As, or electrically heated leading edges, as on the PBY-6A. The windows were often modified. After building a model of the PBY-6A, I've just noticed a photograph which shows that the cockpit roof had only four rectangular windows at the front, aft of these the area is metal.

Modifications and improvements to the kit.

1) The nose turret surround is removed by using a razor saw along the panel lines so that the vacuformed fairing from the BROPLAN kit will fit.

2) Similarly remove the fin above the tailplane attachment, and the rudder, so that the replacement vacuformed parts may be attached. Use Milliput to fill any cracks.

3) The chines along the front fuselage have two cut-outs on each side for mooring. the front cut-outs have a T fixed horizontally, level with the top surface of the chine, the rear cut outs have a bar across the outer edge. On the model these are made from stretched sprue.

4) The anti-collision beacon (located on the port engine nacelle) is made from a base of scrap plastic cut & sanded to size. The clear oval light cover is cut and sanded from perspex sheet, a hole drilled in the bottom and filled with red paint to simulate the bulb. Once the clear part is attached to the base, polish with metal polish to remove sanding marks. Leave off the model until it has been painted.

5) Make up the radar and radio antennae. There are two SARAH multipole arrays on each side of the front fuselage. (See plans and Figure1) Here it is best to make the vertical round poles from stretched yellow plastic sprue, so that they do not need painting! The dimensions of the antenna in full size are : pole height 58.5 cms, horizontal mounting strut: 40 cms long by 12.5 cms chord, onto which is attached a 43 cms long strut parallel with the aircraft center line. With a short horizontal strut projecting forward at an angle of 20º. Attach these, and the below mentioned items, to the model once it has been painted.

6) The engine exhausts were made from 2mm diameter Contrail tube slightly bent and glued as per the plans.

7) The ILS antenna on the port upper wing is made up from a 4mm high strip of Contrail strut with yellow stretched sprue T piece and U shaped piece.

Painting

After completing the construction, during which the interior, engines, and propellers have been painted, but before attaching the smaller fragile bits such as the antenna, I masked off the canopy, blisters, props & engines. Then I started with the areas which are to be dayglo orange, and first sprayed these areas with an undercoat of matt white, followed when dry by dayglo orange. Then when completely dry, mask off these areas so that the fuselage, undersurface of the wing, and tail can be painted grey. Next the wing upper surface. Regarding the colors, P Akselstad Petersen has sent me samples of the actual paints used on the RDAF Catalinas, and he has painted samples of Humbrol red and grey paints. The wing upper surface color is identical with Humbrol 73, and Humbrol 132 is a lighter match,. For grey color, Humbrol 72 is slightly too dark, but lighted with a little matt white, it is exact. The dayglo areas are orange, which usually weathers to a lighter yellowish shade. I have a letter from Maj. Kai Willadsen, RDAF. This is information passed to him from one who actually worked on the aircraft: "For the overall light grey, FS16357 is very close (the color fan was compared with an actual fabric sample). For the wing topside red-brown, Humbrol 178 is close (should be a little darker, and a little more brownish), FS11310 is close to tone, but must be darkened". Humbrol 178 is now discontinued so I used Humbrol 100 which is recommended by BROPLAN in their PBY-6A conversion kit instructions.

Decals and Finishing

The Danish National Insignia, complete with large red & white man 'o war flag are from Specialtryck decals, sheet No.1801 which have a high reputation for color authenticity. The squadron badges are from Flying Colors Aerodecals Sheet No. DK72-001 of Danish Squadron Insignia. Hi Decal of Poland advertised, a few years ago, Sheet No. 72036 for the Danish Air Force, Israeli, and French Air Force's PBY-5A Catalina, but enquiries have failed to locate this sheet. I understand that it was only printed in a small quantity. The black registration letter and numbers are from a DMC decal sheet of Danish code numbers and letters, but suitable alternatives could be found elsewhere.

Note that the National Insignia on the upper surface of the wing are on squares of grey paint 36mm square in 1/72 scale. So here I painted an area of clear decal sheet, cut out the two squares and attached them to the locations, followed by the National Insignia. Black walk ways were from decal material, as were the 1mm wide black lines outlining the dayglo areas. The framing lines on the cockpit canopy and blisters were applied by decal strips. From the clear decal material painted grey, cut thin

strips 1mm wide with ruler and sharp modelling blade and apply these as a decal to the frame lines, when correctly in place, overpaint a coat of Johnsons Klear to retain them.

Now the smaller parts can be attached including windscreen wipers. The red propeller warning strips came from the spares box. As there are no decals available for the very small servicing symbols, these can be drawn on the model with a fine black pen, or, for the other colored markings painted with a very fine brush. Wire aerials can be either stretched sprue, or there is a fine elastic thread which can be stripped down to very fine strands, and attached with superglue. Finally the aircraft is completed in a satin finish overall, apart from the walkways and anti-glare panel which are matt.

PBY-5A & 6A Catalina in other scales.

If 1/72 scale is not your preferred scale, I'll mention in passing :

Minicraft 1/144th scale PBY-5A. Monogram/Revell's new 1/48th scale PBY-5A kit and a 1/48th scale PBY-6A conversion kit No. BB7 by Belcher Bits. This kit in resin contains a modified tail in two halves, the taller rudder of the '6A, and modified elevators. The solid nose of the Danish PBY-6A is not included in the Belcher Bits kit, but Mike Belcher tells me that Scott's Custom Resin Products of 731 Hunterston Road NW, Calagary, Alberta, T2K 4M5 Canada makes solid noses is both 1/72 scale, and 1/48th scale. Belcher Bits also make a resin correction kit for the PBY-5A, No BB5. As the fin and rudder are too thick at the base, an accurate replacement tail is moulded in two halves to save weight. Doug Feeny's ID Models 1/32th scale vacuformed PBY-5A kit.

Most of the kits and decals mentioned above can be obtained from good model shops, but the BROPLAN PBY-6A Conversion kit, Specialtryck decals, and Flying Colors Aerodecals, are difficult to obtain in the UK, but they can be obtained from Ted Burnett, 19, Tintagel Close, Parkside Grange, Cramlington, Northumberland, NE23 9NZ. Belcher Bits address is 33 Spruce Street, Stittsville, Ontario, Canada, K2S 1P3.

References :

Temahæfte No.1 Catalina, 1984, Dansk Flyvehistorisk Forening.
Air Pictorial Magazines: December 1968; February 1969
Airfix Magazine: June 1969
Flying Cats: Catalina Aircraft WWII
Flyvehistorisk Tidsskrift Nr 1 1971
Forsvarets Fly Efter 1945, 1995 TINBOX
Scale Aircraft Modelling Magazine: May '83
Small Air Forces Observer vol. 21 no. 2 (82) July 1977.
The Photographic archives of Richard L Ward.
Air Publication 2554C - SARAH

Acknowledgements: I would like to express my thanks to all those who have helped me with this compilation on the Danish Catalina, particularly Kai Willadsen, Jan Lindtner, Alan W Hall, Keith Palmer, David Legg, and not least to : P Akselstad Petersen for his permission to copy his excellent drawings, to Andrew Simpson - Curator RAF Museum, for the extracts from L-866's log book, and the AP2554C, and to Dick Ward for permission to copy the enclosed photographs.

Ted Burnett (SAFCH #1221), 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, NE23 9NZ, England.

DANISH MILITARY CATALINAS

PBY-5A

Danish #		RCAF #	Received	Struck Off Charge	Total Flt Hrs	Name	Remarks
FM-51	851	9840	6.6.47	29.10.53	1996:55		Ex.162 & 160 Sqdns RCAF. Scrapped.
FM-52	852	11049	6.6.47	8.10.60	4250:00	Papoose	Værlose firedump 1971
FM-53	L853	11034	29.6.47	11.12.69	5274:25	Pluto	Ex.161,116,& 162 Sqdns,RCAF. Crashed
FM-54	854	11039	22.7.47	8.12.60	4459:40	Tatterat	Ex.161 & 162 Sqdns, RCAF. Crashed
FM-55	655	11097	22.6.47	12. 8.58	3200:45	Mallemuk	Ex.162 Sqdn, RCAF. To NCO School
FM-56	856	9831	6.6.47	9.2.56	2236:00	Nauja	Ex.116 & 161 Sqdns,RCAF. Cannibalized
	L857	08109	18.9.51	14.10.67	6083:50	Munin	Sold to J Larsen. To Sola Museum
	858	46603	13.9.51	3.10.55	2129:30	Hugin	Scrapped & cannibalized Vrlose

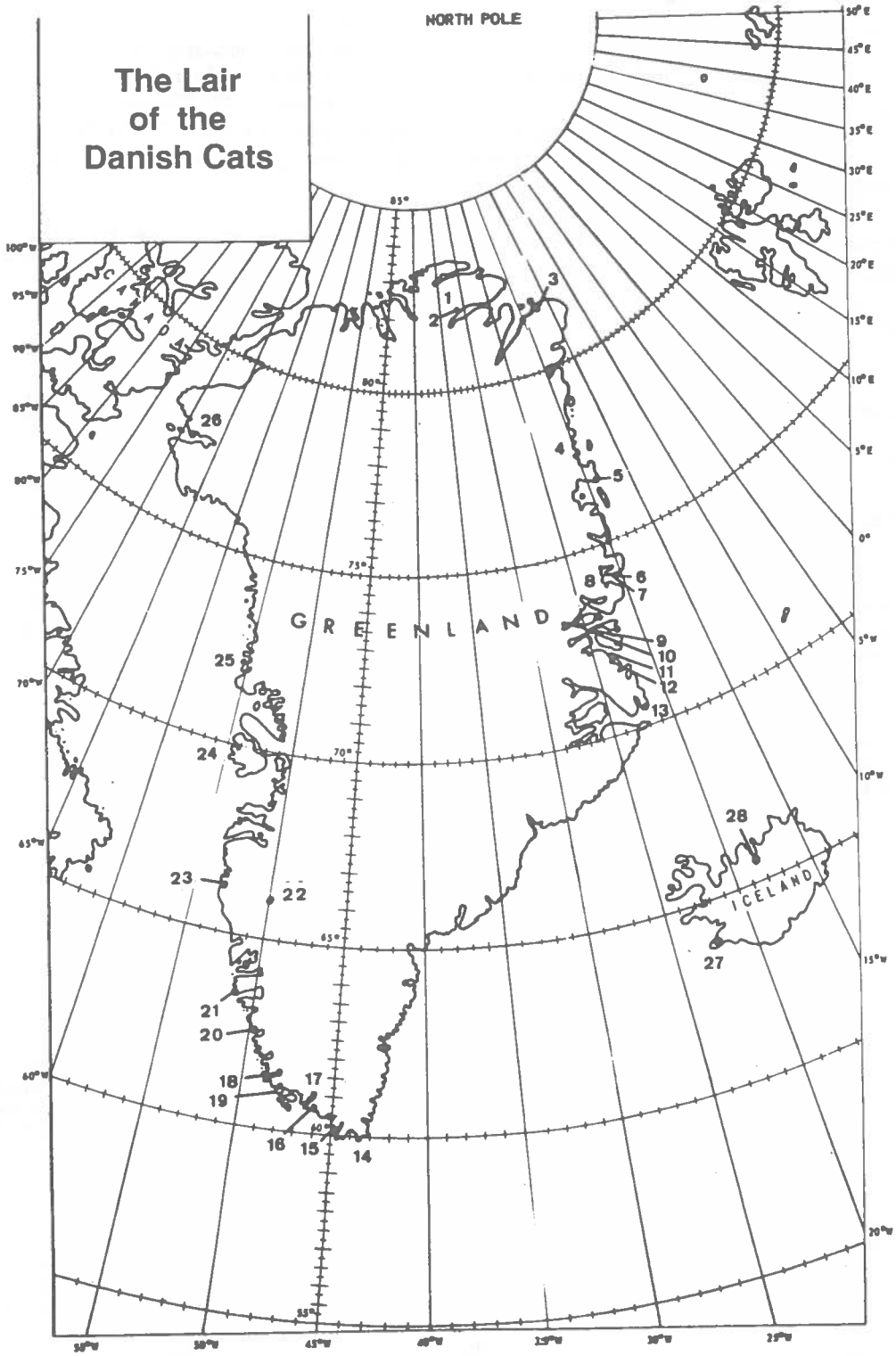
PBY-6A

L861	(USN) 64035	8.4.57	13.11.70	5770:20	Sirius	To Danish Technical Museum, Elsinore
L862	64102	24.7.47	24.10.63	2673:40		Lost in hangar fire at Narssarssuaq
L863	63998	21.8.57	13.11.70	6186:40	Patron II	Sold in USA as N-16KL. Crashed 13.10.84
L864	64046	7.10.57	24.10.63	2855:45	Talivtak	Lost in hangar fire at Narssarssuaq
L865	64032	24.11.57	10.8.63	3194:45	Rodolph	Crashed Cape Desolation
L866	63993	12.12.57	13.11 70	5343:15		To RAF Museum Cosford 9.10.1975
L867	63997	12.1.58	3.5.64	3298:15		Force-landed & destroyed 3.5.64
L868	64000	8.2.58	13.11.70	5733:20	Bøve	Sold in USA as N-15KL; Crashed with C.A.F 18.8.75 Harlingen,Texas

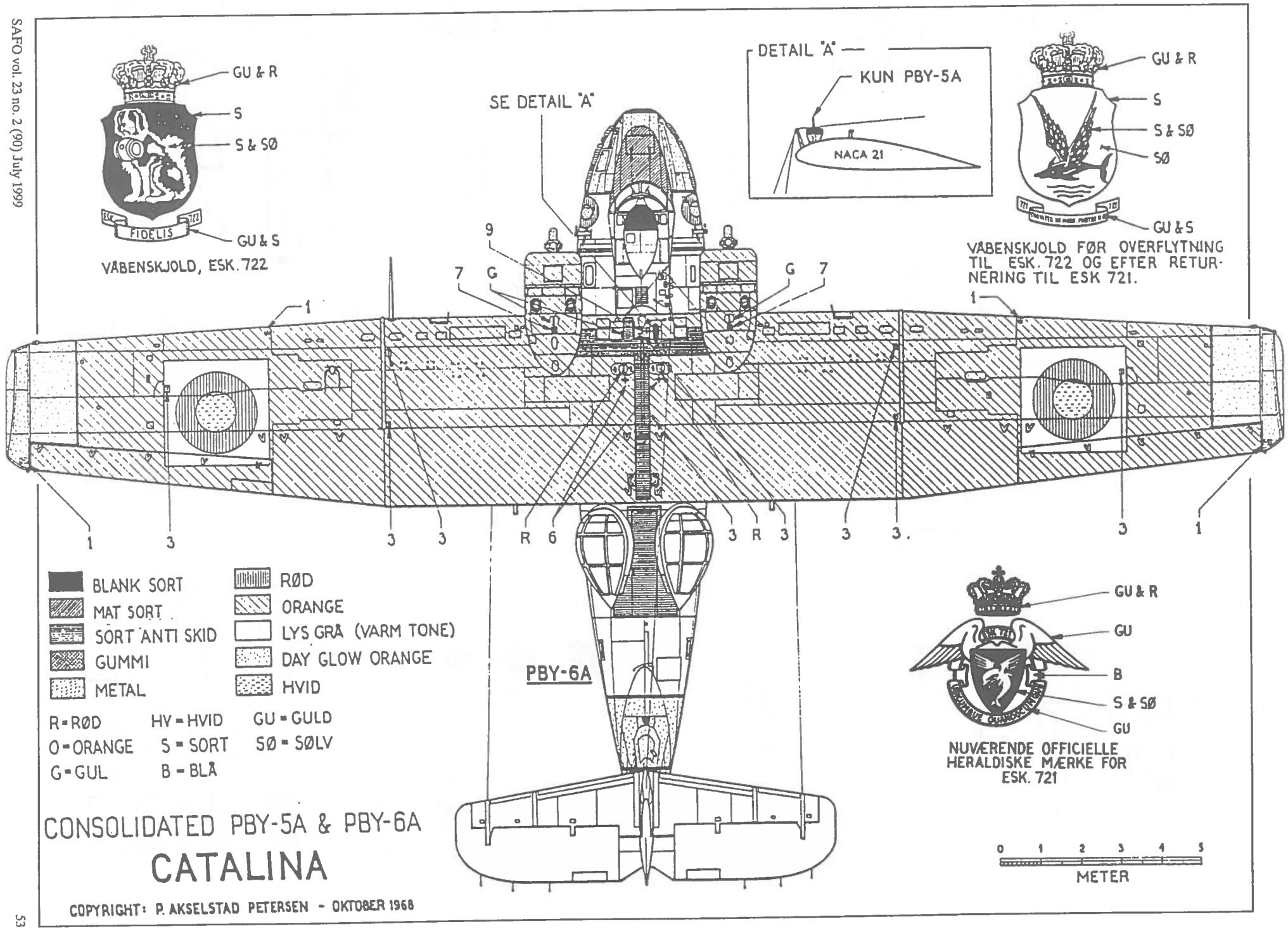
Technical Data PBY-5A

Span	31.7 m (104 ft 0 in)	Max. speed	282 km/h (175 mph)
Length	19.47 m (63 ft 10 in)	Patrol speed	182 km/h (113 mph)
Height	6.15 m (20 ft 2 in)	Initial climb rate	189 m (620 ft) per minute
Wing Area	130 m^2 (1,400 sq.ft.)	Service ceiling	3960 m (13,000 ft)
Typical Empty Weight	9,485 kg (20,910 lb)	Typical fully loaded range	3780 km (2350 miles)
Max take-off weight	16,067kg (35,420 lb)		

Powerplants: Two 895 kW (1,200 hp) Pratt & Whitney R-1830-92 Twin Wasp radial engine; .later replaced by R-1830-90C units.

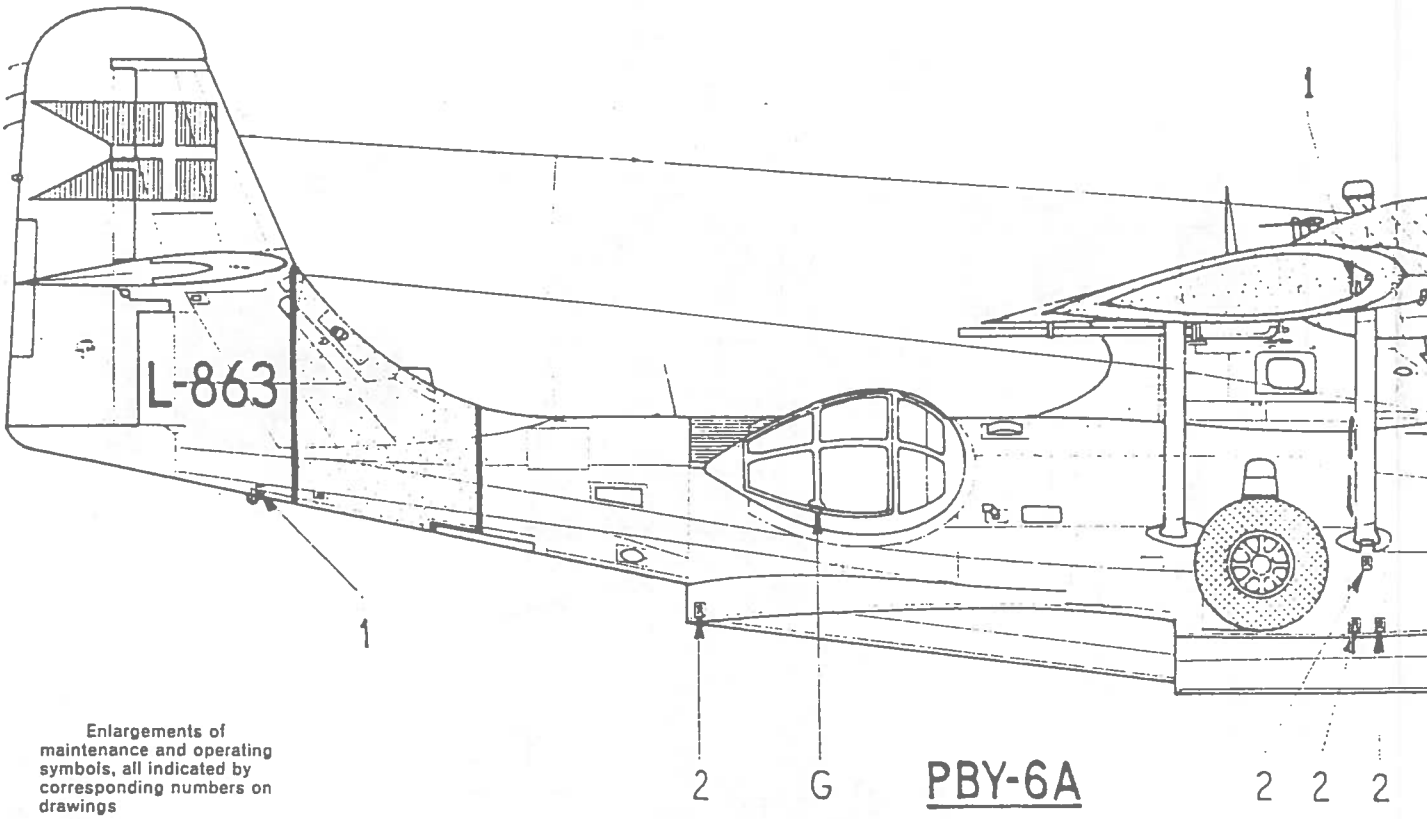


1.	Peary Land	11.	Kong Oscars Fjord	21.	Godthåb
2.	Brønlunds Fjord	12.	Mesters Vig	22.	Søndre Strømfjord (BW-8)
3.	Station Nord	13.	Scoresby Sund	23.	Holsteinsborg
4.	Lambertsland	14.	Kap Farvel	24.	Disko
5.	Danmarkshavn	15.	Nanortalik	25.	Upernavik
6.	Daneborg	16.	Julianehåb	26.	Thule
7.	Zackenberg	17.	Narssarssuaq (BW-1)	27.	Keflavik
8.	Young Sund	18.	Grønnedal	28.	Akureyri
9.	Ella Ø	19.	Kap Desolation		
10.	Tømmerbugten	20.	Frederikshåb		



CONSOLIDATED PBY-5A & PBY-6A
CATALINA

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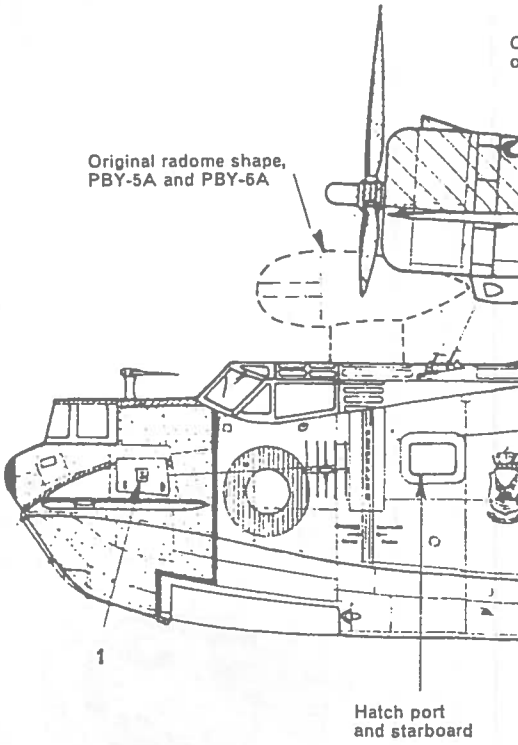
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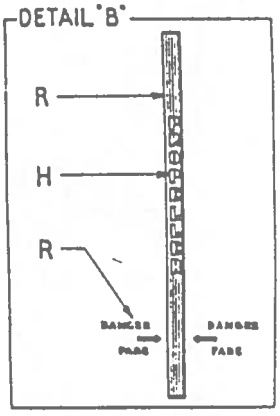
Enlargements of maintenance and operating symbols, all indicated by corresponding numbers on drawings

1. HV & O
2. HV & O
3. HV & O
4. O
5. O
6. S
7. S
8. S
9. S

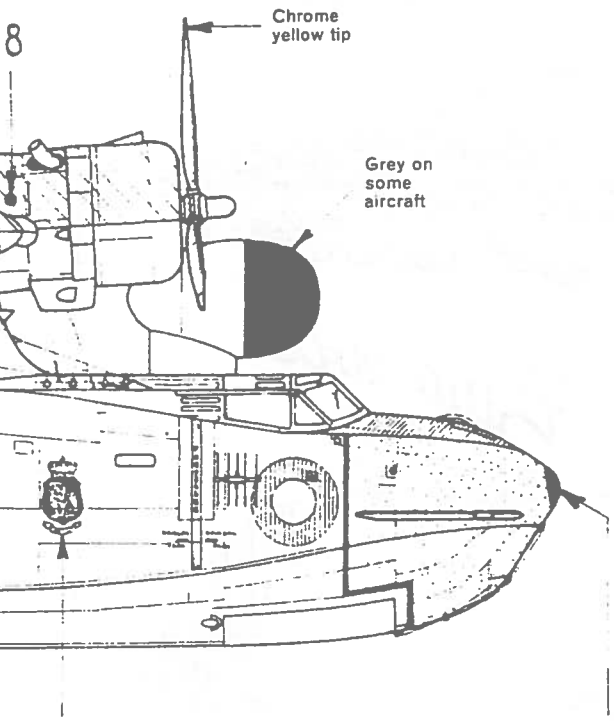


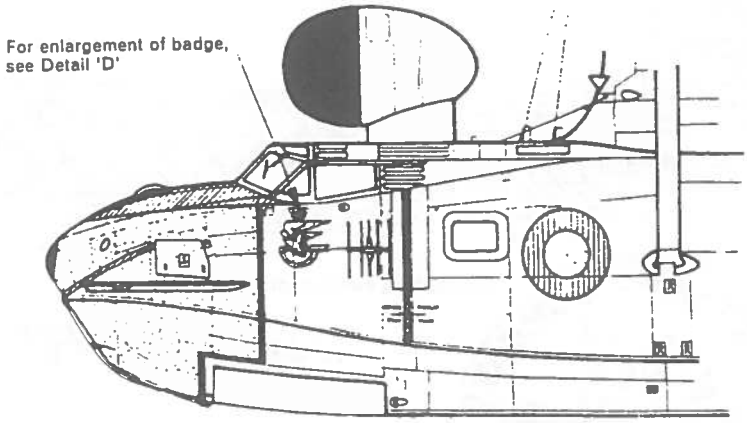
DETAIL "D"





Gloss black
Matt black
Black anti-skid
Rubber
Bare metal
Red
Orange
Light grey (warm tone)
Dayglo orange
White

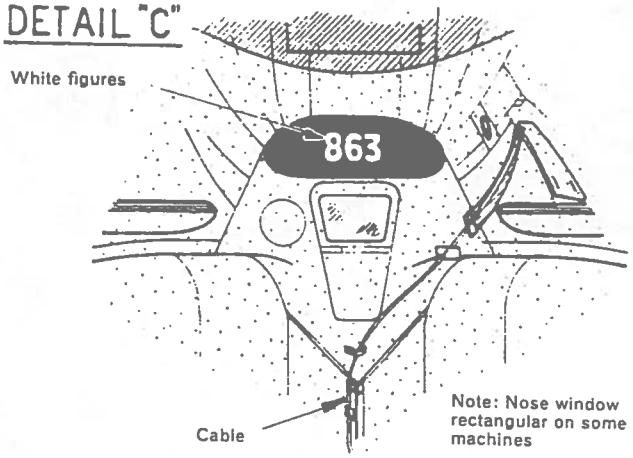




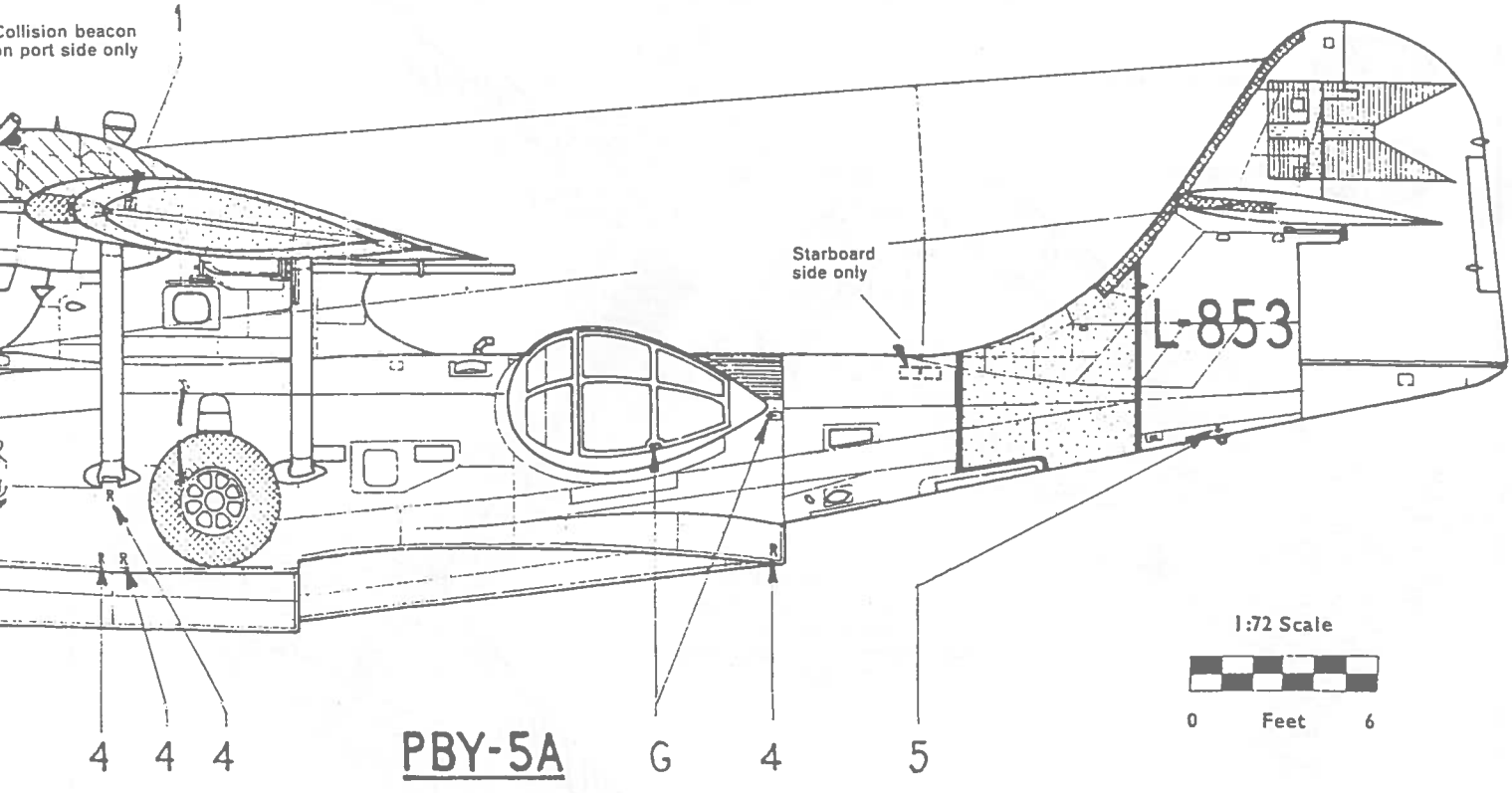
(Above: Alternative position for fuselage roundel)

DETAIL "C"

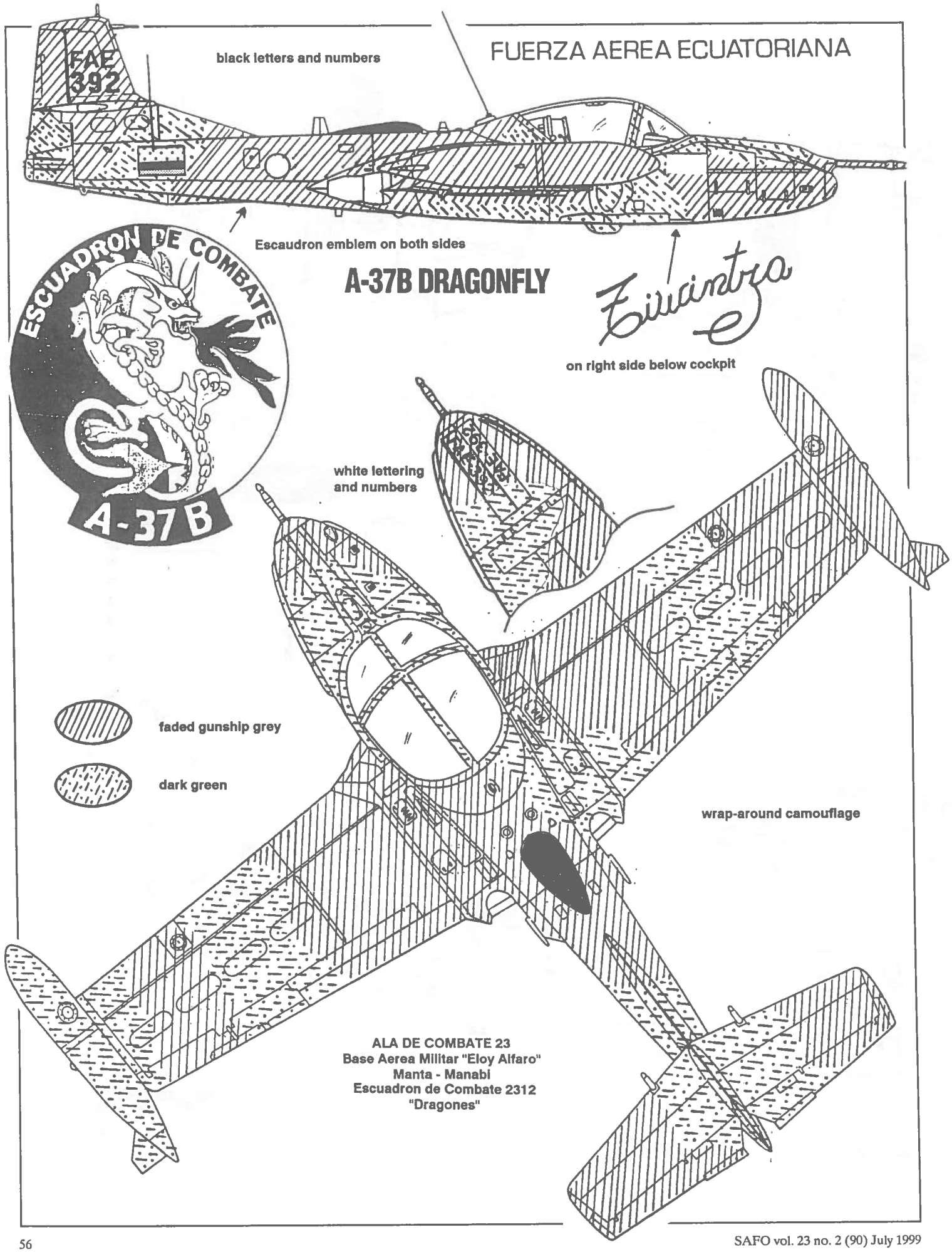
DETAIL "C"



Drawings by
P. Akselstad Petersen



(Chrome yellow hand grips)


FUERZA AEREA ECUATORIANA
FAE 392
black letters and numbers
Escaudron emblem on both sides
ESCUADRON DE COMBATE
A-37 B
A-37B DRAGONFLY
Fitzantza
on right side below cockpit
white lettering and numbers
faded gunship grey
dark green
wrap-around camouflage
ALA DE COMBATE 23
Base Aerea Militar "Eloy Alfaro"
Manta - Manabi
Escuadron de Combate 2312
"Dragones"

An Incident over the High Cepena.

Jorge Delgado

[Editor's notes: In 1942, Ecuador and Peru fought a short but bitter war over control of territory on the eastern slopes of the Andes and the rivers that flow into the Amazon. Ecuador was forced to give up valuable territory, but the exact boundary has been a source of contention. In 1995, fighting broke out again over the control of several border posts in the headwaters of the Rio Cenepa. Air combat between Peruvian Sukois and Ecuadorean Mirages and Kifirs was extensive with victories claimed by both sides. The following is an account of one small incident in this conflict.]

The date was 11 February 1995. The conflict between Ecuador and Peru had been raging for several weeks with the intensity of combat escalating with each passing day. Just the previous day, the Ecuadorian Air Force had shot down three Peruvian aircraft. On this day, the Ecuadorian A-37s of the 23 Attack Squadron, based at Macas Air Force Base in the Amazona, took off on a ground-support mission.

One of the aircraft sent out on this day was A-37, FAE 392, crewed by Capt. Rodrigo Rojas and Lt. Manolo Camacho. Once over the target, they made their approach, unloaded their bombs, and initiated evasive manoeuvres to avoid the Peruvian antiaircraft fire and missiles. They detected the approach of a missile on their starboard side, but the simultaneous launch of two more missiles on the other side made evasion impossible. The first missile impacted their Cessna on the starboard wing near the engine intake; there was a loud explosion and a blinding flash. They had little time to decide whether to eject or to try to keep the plane flying. When the pilot regained partial control of the plane, the crew had a few brief moments in which to analyze the situation. The motor on the starboard side was not functioning and all the fuel from tanks on that side had been lost. The unbalance was so sever that, when the pilot tried to reduce speed, the left wing dropped and he almost lost control. The crew decided to increase the power to the remaining engine, transfer fuel, and eject everything that was not indispensable. In this way, they regained a resemblance of airworthiness and headed for home. As they monitored the few instruments that were still functioning, the minutes seemed eternal.

As they neared Macas, they contacted the tower and told them that there was an emergency. Soon they caught sight of the landing strip. Control of the aircraft was difficult and the landing, without flaps, would be at a very high speed. Their pulses were racing and their mouths were dry. The wheels touched the ground and the plane raced down the runway. Since the brakes were not working, the possibility of crashing off the end of the runway seemed unavoidable. However, just off the side of the runway was a swamp with high grass and muddy soil. The aircraft careened off the side of the runway and stopped in a big puddle of water. They were alive and they had saved their aircraft.

A few days later, a C-130 arrived and took the plane to the main base at Manta where it was repaired. A completely new starboard wing was fitted and the holes in the fuselage were patched. In addition, a new engine was installed and the communications and navigation systems were repaired. The damaged wing and other damaged pieces are now kept in the museum where they will remind everyone that the Ecuadorian AF is capable of repairing even the most severely damaged aircraft.

Both crewmen were decorated with highest possible award: the Cross of War. FAE-392 now proudly displays the name Tiwintza on the starboard side below the cockpit. [Tiwintza is the name of an Eucadoean military outpost located at the headwaters of the Rio Cenepa. Tiwintza was the scene of heavy fighting during the war.]

Cessna A-37, FAE-392, 'Tiwintza', was the only Ecuadorean aircraft of the attack squadrons that received damage during the conflict between Ecuador and Peru over the High Cenepa.

Jorge Delgado (SAFCH #862), PO Box 2207 - URDESA, Guayaquil, Ecuador.

Pilatus aircraft in Slovenian Service

Christoph Kugler

The first 3 Pilatus PC-9 delivered to the Slovenian AF were former US Army aircraft. In late 1997, another batch of 9 aircraft together with 2 Pilatus PC-6 Turbo Porter was ordered by Slovenia. All aircraft are operated by 15 Brigada from Luublijan-Brnik Airport. Currently, the Pilatus PC-6 are delivered whereas the Pilatus PC-9 are still awaiting delivery due to financial problems.

Pilatus PC-9

Serial	C/n	Swiss Registration	Remarks
L9-51	180	HB-HQM2	SLfzR 28.02.1991 - 25.03.1991, then to US Army as 91-0071 and returned to Pilatus 06.10.1992, became S5-DSL named "Skofja Loka" with the Slovenian AF
L9-52	181	HB-HQN2	SLfzR 28.02.1991 - 25.03.1991, then to US Army as 91-0072 and returned to Pilatus 06.10.1992, became S5-DPT named "Ptuj" with the Slovenian AF
L9-53	182	HB-HQO2	SLfzR 28.02.1991 - 25.03.1991, then to US Army as 91-0073

			and returned to Pilatus 06.10.1992, became S5-DPI named "Piran" with the Slovenian AF
L9-61	634	HB-HRV3	SLfzR 18.11.1998 - 20.11.1998
L9-62	635	HB-HRW3	
L9-63	636	HB-HRX3	
L9-64	637	HB-HQA	
L9-65	638	HB-HQB	
L9-66	639	HB-HQC	
L9-67	640	HB-HQD	
L9-68	641	HB-HQE	
L9-69	642	HB-HQF	

Pilatus PC-6

Serial	C/n	Swiss Registration	Remarks
L6-02	925	HB-FLQ	SLfzR ! 14.05.98
L6-03	926	HB-FLR	SLfzR ! 14.05.98.

It is interesting to note that there is no L6-01.
SLfzR stands for the Swiss Civil Aircraft Registry (Schweizerisches Luftfahrzeugregister)

Christoph Kugler (SAFCH #1151), PO Box 150, Am Brunnenbachli 20, 8125 Zollikerberg, Swwitzerland

Pilatus PC-9 in Croatian Service

Christoph Kugler

The Croatian AF (Hrvatske Zracne Snage) received their first 3 Pilatus PC-9 in June 1996 as second-hand aircraft and so became the second country in the Balkans to operate this advanced trainer. Later, 17 more aircraft were built for Croatia at the Pilatus factory in Stans (Switzerland) and, by late 1997, all these aircraft were delivered. They now serve with the Air Academy at Zemunik near Zadar.

Serial	C/nSwiss	Registration	Remarks
51			
52			
53			
54	617	HB-HRE3	SLfzR - 04.1997
55	618	HB-HRF3	SLfzR - 04.1997
56	619	HB-HRG3	noted at Stans 01.1997; SLfzR 05.1997 -
57	620	HB-HRH3	SLfzR 05.1997 - 07.1997
58	621	HB-HRI3	noted in Stans 01.1997
59	622	HB-HRJ3	
60	623	HB-HRK3	SLfzR - 07.1997
61	624	HB-HRL3	SLfzR - 07.1997
62	625	HB-HRM3	SLfzR - 09.1997
63	626	HB-HRN3	SLfzR - 09.1997
64	627	HB-HRO3	SLfzR - 09.1997
65	628	HB-HRP3	SLfzR - 09.1997
66	629	HB-HRQ3	SLfzR 15.09.1997 - 27.10.1997
67	630	HB-HRR3	SLfzR 17.09.1997 - 27.10.1997
68	631	HB-HRS3	SLfzR 08.10.1997 - 28.10.1997
69	632	HB-HRT3	SLfzR 08.10.1997 - 28.10.1997
70	633	HB-HRU3	SLfzR 27.10.1997 - 26.11.1997

SLfzR stands for the Swiss Civil Aircraft Registry (Schweizerisches Luftfahrzeugregister). Details on the first 3 aircraft are rather thin. It is known that c/n 107, B165 and 183 were the aircraft delivered, but the allocation is not known.

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Jet Noise: The Sound of Freedom

[Editor's note: This article is reprinted from the premier issue of Luco-Fanatics (The Newsletter of the Portuguese Military Aviation SIG) with the kind permission of their editor.]

The T-33 came to Portugal in 1953 at the dawn of the Portuguese jet era and just one year after the birth of the Força Aérea Portuguesa as an independent service of the armed forces. The first 15 aircraft, from the USA, were received at Ota Air Base (BA2) which was already operating the F-84G. They became the first equipment of the EVSV (Esquadrilha de Voo Sem Visibilidade = Instrument Flying Squadron), which had the mission of the instrument flight training and the conversion to jet aircraft by pilots trained on conventional fighters and destined for the F-84G.

In late 1956, the T-33 constituted the EICP (Esquadra de Instrução Complementar de Pilotagem = Complementary Flying Training Squadron) that was later transferred to Tancos Air Base (BA3) in 1958, at which time its name was changed to EICPAC (Esquadra de Instrução Complementar de Pilotagem de Aviões de Cçca = Complementary Flying Instruction on Combat Aircraft Squadron).

In 1960 the EICPAC returned to BA2 were it was stationed until 1974, at which time it was relocated at Monte Real Air Base (BA5). In 1977, restructuring in the Air Force changed the EICPAC to Esquadra 103. 1987 was the year that the Esquadra 103 (EICPAC) was relocated to Beja Air Base (BA11), and from 1988 onward the T-33 fleet was subject to progressive deactivation as the aircraft reached phase-out time limits.

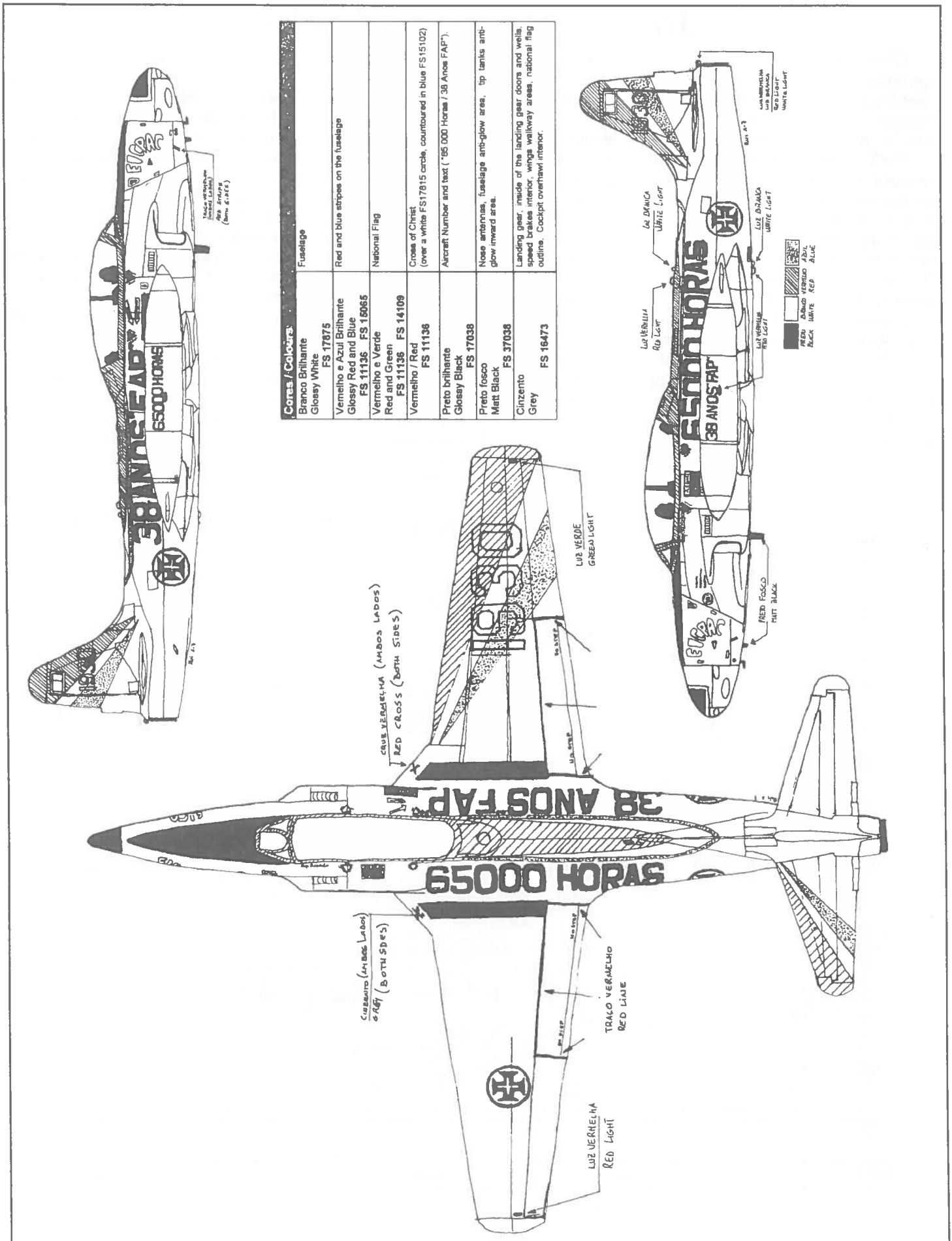
The last course on the T-33 ended on 27 June 1991, with a farewell ceremony in October that year. For the farewell ceremony, two aircraft were painted specially by OGMA: Aircraft #1929 was painted in the early grey/dayglo scheme and #1930 was painted in a white/red/blue striped scheme. This latter aircraft had very few stencilling but retained the usual matt-black area in front of the cockpit and on the nose and the insides of the tip tanks, and the grey wing walkways. It also retained the colours of the landing gear, landing gear wells, and speed brake interiors. The lettering applied to this aircraft ("65.000 HORAS" and "38 ANOS FAP") was all in blue, and the overall aspect of this aircraft was glossy except for black and grey areas.

[Editor's note: One set of decals for aircraft #1930 is available from the SAFCH Sales Service.]

FAP	Modelo	USAF s/n	c/n	Obs.
1901	T-33A	51-8833	6617	received in 1953; W/O by accident 15.07.59 in Pombalinho - Golegã;
1902	T-33A	51-8928	6712	received in 1953; wfu 1961;
1903	T-33A	51-17447	7140	received in 1953; wfu 1961;
1904	T-33A	51-17448	7141	received in 1953; wfu July 1961;
1905	T-33A	51-17496	7476	received in 19.10.53; W/O accident 20.09.91; wfu stored Beja since 1991;
1906	T-33A	51-17520	7580	received in 1953;
1907	T-33A	54-1616	9352	received in 23.08.55; wfu 30.10.91;
1908	T-33A	55-3048		
1909	T-33A	55-3083		received in 12.04.56; wfu 31.8.89; stored Beja;
1910	T-33A	55-3086		W/O accident 11.11.67; wing noted dumped Monte Real 9.88;
1911	T-33A	55-3088		received in 14.04.56; wfu 30.06.90; stored Beja (belongs to Museu do Ar);
1912	T-33A	55-3090	9629	received in 13.12.55; W/O in accident 01.82; noted dumped Monte Real 7.85;
1913	T-33A	55-3087		wfu 1968;
1914	T-33A	53-3085	8444	wfu 30.09.88; stored Beja ;
1915	T-33A	55-3049		wfu 10.04.65;
1916	RT-33A	53-5474	8813	received in 1960 ex USAFE; wfu 25.06.82; Museu do Ar stored at Ota;
1917	RT-33A	53-5546		received in 1960 ex USAFE; W/O in accident at Monte Real in 1965;
1918	T-33A	55-4362	9806	received in 11.12.68 ex USAFE; wfu 31.10.91; stored Beja;
1919	T-33A	56-1602	1189	received in 15.12.68 ex USAFE; wfu 31.07.90; stored Beja;
1920	T-33A	56-1605	1190	received in 20.11.68 ex USAFE; W/O in accident 10.01.85; #1
1921	T-33A	56-1623	9973	ex USAFE; wfu 14.10.71; #1
1922	T-33A	56-1624	9974	received in 11.12.68 ex USAFE; wfu 31.10.90; stored Beja;
1923	T-33A	57-540	9952	received in 29.11.68 ex USAFE; wfu 31.01.91; stored Beja;
1924	T-33A	57-541	9955	ex USAFE; wfu 31.07.89; stored Beja ;
1925	T-33A	57-690A		W/O in accident 03.01.79;
1926	T-33A	57-694A		received in 11.12.68; wfu 30.04.90; stored Beja ;
1927	T-33A	57-695A		received in 11.12.68; wfu 31.03.89; stored Beja;
1928	T-33A	51-17513	7573	exBelgianAF FT-21; received in 15.10.79; wfu June 1993; stored Beja ;
1929	T-33A	53-5752	9001	exBelgianAF FT-28; received in 09.10.79; wfu March 1993; Museu do Ar stored in Beja;
1930	T-33A	53-5754	9093	exBelgianAF FT-30; received 09.10.79; wfu Sept.1992;"65.000 horas" c/s stored Beja;
FAP	**Modelo**	**CAF s/n**	**c/n**	**Obs.**
1951	T-33AN	21045	T33-45	received in Oct.1959; wfu 01.03.69; Gate Guard BejaAB;
1952	T-33AN	21228	T33-278	received in Oct.1959; wfu 02.04.70; preserved Chaves Airfield/AeroClub Chaves ;
1953	T-33AN	21317	T33-317	received in Oct.1959; wfu 01.03.69; preserved IAEM ;
1954	T-33AN	21318	T33-318	Received in Oct.1959; wfu 02.04.70;
1955	T-33AN	21332	T33-332	Received in Oct.1959; wfu 02.04.70;

#1 - these two aircrafts suffered accidents, in which 1920 caught fire after take off but landed safely only destroyed the rear end by the fire; and the 1921 collided with an air police vehicle and destroyed the front of the aircraft. Latter on these two were assembled into one aircraft nicknammed by the mechanics as being no.2021.

Fontes / sources: Regulamento das Pinturas, Inscrições e Marcas das Aeronaves da Força Aérea (RFA 401-2); Revista da BA5 - artigo sobre o T-33 pelo Ten/ENGAER Oliveira Carvalho; «Os Aviões da Cruz de Cristo», do Eng. Mário Canongia Lopes; «T-BIRD», do Cap/PILAV José Paulo Rosado; Revista VOAR - "à Escala" - artigo sobre o T-33 pelo Esquadrão 33/Aero Fénix; Federal Standard 595B;



Cores / Colours	Fuselage
Branco Brilhante Glossy White FS 17875	
Vermelho e Azul Brilhante Glossy Red and Blue FS 11136 FS 15065	Red and blue stripes on the fuselage
Vermelho e Verde Red and Green FS 11136 FS 14109	National Flag
Vermelho / Red FS 11136	Cross of Christ (over a white FS17875 circle, countoured in blue FS15102)
Preto brilhante Glossy Black FS 17038	Aircraft Number and text ("65 000 Horas / 38 Anos FAP").
Preto fosco Matt Black FS 37038	Nose antennas, fuselage anti-glow area, tip tanks anti-glow inward area.
Cinzento Grey FS 16473	Landing gear, inside of the landing gear doors and wells, speed brakes interior, wings walkway areas, national flag outline. Cockpit overhawl interior.

Military Aircraft Insignia of the World, by John Cochrane and Stuart Elliot, 137 pages, 21 cm by 30 cm. Softbound. Colour sketches of about 480 sets of national insignia. Airlife, 101 Longden Road, Shrewsbury, England SY3 9EB, England. Price £16.95 from Midland Counties.

When I saw this book advertised, I immediately sent away for a copy. Just the thing for a SAFCH member, I thought. Not surprisingly, the authors acknowledge the help received from SAFCH and several of its members.

The book is organized as a straight-forward, country-by-country inventory (including countries no longer in existence). Each page typically covers a couple of countries, each with a paragraph or two of text and colour drawings of the national insignia used, past and present. Each drawing set usually consists of two sketches with the insignia shown in place: one of a rear fuselage and tail, and one of an outer wing. In most cases an appropriate aircraft type has been used as a basis but they are all a neutral light grey and show no markings other than the national insignia. (Why almost all the T-6s are shown with clipped wing tips is a mystery, though.) The drawings are very nicely done.

Unfortunately, there are some mistakes. For example, the Swedish war flag is shown as two- rather than three-tongued and the proportions of the 1923-1937 insignia are quite wrong. For the 1960-1964 Congo insignia the 1964-1972 flag has been used (the first flag was totally different) and it is untrue that late Katangan aircraft carried an orange cross (they carried no national insignia). A couple of other mistakes are clearly traceable back to the old "Aircraft Markings of the World 19121967" book published by Harleyford. These include the early Communist China insignia with red and white bars next to the star which I have grave doubts ever existed, while the better documented early version illustrated elsewhere has not been included.

The selection is also a bit too limited and haphazard to my taste. Several major variations have been left out altogether, both in text and illustration. One of many examples is the fact that the Belgian roundels for many years usually carried a blue outline. And what happened to the 1930s RAF night bomber roundels and the early post-WWII Philippine insignia?

The bottom line is that I think this book does not quite achieve the status of comprehensive guide: there are too many holes and the information is too sketchy. And, frankly, what does that leave? An assortment of nice drawings which, by themselves, are of limited use.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

Mikojan-Gurewitsch MiG-21F-13, by Jurgen Willisch. DHS NO.1. 44 pages 21 cm by 30 cm. Softbound. 85 b/w and 18 colour photos, 5-view drawing and numerous scrap views and diagrams. Pecom, Detmolder, Strasse 34, DE31737 Rinteln, Germany. Price DEM 21.50 (£9.95 from Midland Counties).

This is the first booklet in a German-language series intended to cover the aircraft previously in service with the East German armed forces. The format is very similar to that of the "F-40" series covering the West German types.

A total of 76 MiG-21F-13s served with the East German Air Force from 1962 onwards and this is their story in considerable detail. The photos give excellent coverage of the aircraft in service and also many detail shots useful for the modeller. There is also a table giving potted aircraft histories.

All in all a nice little publication. If you are a MiG fan it is worth buying, even if your grasp of German is poor. The next one in this semi-annual series will cover the Mil Mi-2.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

Jagdgeschwader 53, A History of the "Pik AS" Geschwader: Part 3 January 1944 - May 1945. Jochen Prien. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atglen, PA 19310. $89.95 plus #3.95 postage.

This is the last in the three volume set on the history of Jagdgeschwader 53. It is an exhaustive study of the units activities including a description of every combat sortie fleshed out by excerpts from combat reports, contemporary letters, and reminiscences of the participants. Campaigns covered are: (1) The Long Retreat Through Italy - August 1943-June 1944; (2) The I/JG 53 Story, including operations in defense of the Romanian oil fields (May to August 1944), the retreat through Transylvania and Hungary (Autumn 1944), the final battles over Hungary and the disbandment of I/JG 53 (February to April 1995), and the last weeks of II/JG (April to May 1945). (3) The Geschwaderstab in the East (July 1944). (4) Operations in Defense of the Homeland including II/JG 53 in defense of the Reich (October 1943 to June 1944), II/JG 53 against the Allied invasion of France (June to August 1944), III/JG 53 in defense of the Reich (July to September 1944), operations over the West and Southwest of the Reich (Autumn 1944), Operation Bodenplatte (1 January 1945), the final months (January to May 1945), and from disbandment of the Geschwader to the end of the war.

The text is profusely illustrated with photos of personnel and Messerschmitt 109s and there are many maps (with place name in German). Each chapter ends with a table of losses which includes date, unit, pilot, pilot's fate, cause of loss, sub-type, c/n, and code of aircraft.

The Appendices are for all three volumes and include: (1) Casualties among Ground Personnel, (2) Command Positions, (3) Strength Returns, (4) Aerial Victory List (chronological) including date, unit, pilot, type of aircraft destroyed, time of victory, and number of victories for the pilot at that time, (5) Aerial Victory List (alphabetical), (6) Aircraft Status - March 1942 to December 1944, and Aircraft Color Schemes and Markings (76 side-view drawings of 109s).

This is a large volume consists of 450 12 inch by 9 inch pages and weighs in at an impressive 6 pounds 7 ounces. (The entire three-volume set has 1208 pages.) [Editor's note: The review copy is missing pages 1153 to 1168.]

The author has done an outstanding job of putting together a history that gives one German-fighter unit's view of the war in Europe from 1937 to 1945.

La Bataille de Dunkerque, La Campagne de France (2e partie), Batailles Aeriennes #8. Sarl Lela Press, 29 Rue Paul Bert, 62230 Outreau, France. 69,00 F.

This, the eight in the series Batailles Aeriennes and the second on La Campagne de France, covers the short, but decisive, period from the German breakthrough in the Sedan on 26 May to the British evacuation from Dunkirk on 2 June. This volume is every bit up to the standard of quality we have came to expect from the publisher. The eighty A4-size pages on high-grade glossy paper are sturdily bound between durable card cover. The reproduction of the photos is excellent, the color side-view drawings are colorful, and the maps are delightfully informative.

Chapters are their content are: "De Sedan a Dunkerque" 2 pages & 3 photos. Prelude a l'embarquement" 5 pages & 10 photos. "26 mai: 'Dynamo' se met en route" 4 pages & 8 pages. "27 mai: Le premier choc" 7 pages & 8 photos. "L'-Armee de l'air stationne a Lympne" 5 pages & 9 photos. "28 mai: La RAF se reorganise" 4 pages & 7 pages. "Le repli de la Force aerienne belge en France" 2 pages & 6 pages. "29 mai: Le mythe des Defiant" 4 pages & 9 photos. "Les pilotes polonais dans l'Armee de l'air: mai-juin 1940" 2 pages & 4 photos. "30 mai: La meteo gene la Luftwaffe" 4 pages & 6 photos. "31 mai: Le Jour des Francais" 5 pages & 5 photos. "1er juin: La Luftwaffe souffre" 5 pages & 9 photos. "2 juin: Les derniers combats" 3 pages & 7 photos). "Dunkerque: Une victoire dans la defaite" 3 pages & 6 photos. " "Operation 'Paula': La Luftwaffe vise Paris" 3 pages $ 6 photos. "3 juin: 'Executez mission Tapir'!" 6 pages &9 photos.

Four one-page "Fiches monographiques" consisting of a color side-view drawing and a small 3-view drawing are included for: Boulton Paul Defiant, Me 110-C, & Bloch 152. Other color side-view drawings are: "L'aviation britannique a Dunkerque" (Hudson, Spitfire, & Hurricane). "Aviation francaise" (Potez 631 & Vought 156). "Aviation allemande" (Me 109E & Ju 88A-1). Special pages include: "L'evacuation" with 2 maps and graph of number of men evacuated. "Le Bloch 220 et l'-Armee de l'air" 2 photos & color side-view drawing. "Le 34eme Escadre ravitaille Dunkerque.:. "Swordfish sur Dunkerque" 2 photos. "L'operation 'Paula'" one color-side view drawing (He 111) & one map.

The usual section on "Uniformes et tenues de vol du monde entier" consists of 5 color drawings of "Luftwaffe tenues de vol front europeen 1940-1944". The "Maquette" department is "L'aviation britannique et belge de 1940 au 1/72e" and is a 4-pages survey of all available kits of British and Belgian aircraft of the period.

La Battaille de Dunkerque" is another outstandingly-informative and well-illustrated addition to the excellent Batailles Aeriennes series and is highly recommended to all students and modelers interested in the early days of WWII in Europe.

AMX Special, Editor Ugo Passalacua. Published by ED.A.I. S.r.I. Firenze. Distributor abroad: SIES S.r.I., Via Chiossetto, 18-20122 Milano, Italy. Lira 22.000.

"In April 1999, the AMXs of the 103° Gruppo of the 51° Stormo had their baptism of fire when they attack targets on Kosovo as part of the NATO intervention for the protection of the Albanian minority." This news item sets the stage for the latest Special from ED.A.I. This is the third in their series of large-format (29 cm by 39 cm or 11.5 inch by 15.5 inch for the metrically impaired) specials - and it is by far the best. This issue consists of 100 pages with over 200 color photos and diagrams. The best news for the non-Italian reader is that the complete text is translated into English in columns parallel to the Italian text and the captions to the photos and the legends to the diagrams are in both Italian and English. There are a multitude of diagrams from the AMX maintenance and flight

manuals.
All aspects of the AMX are covered as can be seen from the summary of the contents: (1) "The Industrial Program" discusses the background of the Italian-Brazilian program (4 pages & 9 photos). (2) "The Origins of the AMX" describes the early design proposals, wind-tunnel models, full-size mock-ups, and construction of the prototype (14 pages, 30 photos, many 3-view drawings of early proposals, and a drawing of the definite AMX with cross sections and interior detail. (3) "The Technical Choices" is an interview with the technical manager and program manager (6 pages & 16 photos). (4) "The AMX Claws" 2 pages (9 photos of AMX armament). (5) "New Generation AMX" describes AMX updates (6 pages & 13 photos). (6) "AMX Test Flight" (6 pages & 16 photos). (7) "AMX Systems and Controls" (16 pages, 7 photos, & extensive drawings of the interior of the cockpit including the ejection seats). (8) "3° Stormo" (4 pages & 10 photos). (9) "Flying the AMX" (5 pages, 6 photos, and drawings from the flight manual). (9) "The AMXs from Rivolto" (9 pages, 20 photos, & squadron badges in color). (10) "The AMXs from Brindisi" (10 pages, 24 photos, & squadron badges in color). (11) "The AMX with the 'Sperimentale'" (8 pages & 19 photos). (12) "The A-1s of Forca Acrea Brasileira" (3 pages, 7 photos, & squadron badges in color).
If this description does not "turn you on", then you are not a lover of modern combat aircraft. For all others, especially members of the "blow-torch brigade", this book cannot be too highly recommended. And, if a model of the AMX is in your future, it is an absolute essential - don't open the box with one at you side.

Imperial Japanese Navy Aircraft Colour Schemes, Camouflage & Markings 1937-1945 (Part 1). Aviation History Colouring Book #36. Ian K. Baker, 31A Mercer St., Queenscliff, Vic. 3225, Australia.
The author (usually, but no always) has the best description of purpose of a book; it is the reviewer's duty to tell how well he achieve his objective. Ian Baker does an outstanding job in describing this and the following volume:
"After more than fifty years, there still remain many points of confusion and argument over aspects of Imperial Japanese aircraft colours and markings. Only some of this is inevitable.
"Certainly, much primary source material - the kind which confirms or denies the accuracy of information we have today - was lost for all time in the fiery defeat of wartime Japan. Nonetheless there have appeared, over the years, a host of bits and pieces of information, photographs and recollections. The main problem is being able to track those down, then assemble and sort through them. It can be quite a task.
"In a series of several booklets, of which this is the first, (I) will attempt to save you some of the time, trouble (and expense) involved in tracking down and considering those diverse, piecemeal, often conflicting bits of information that have not only surfaced in more recent times, but back through the years. Behind the writing of this and the following booklets lies quite a process of merging and reconciling gathered bits and pieces into a single coherent and easy-to-follow overview: a **synthesis** of available information. In short, I have attempted to answer that oft-occurring question that starts with the words **"What do we currently know about?"**
The author's evaluation of the known data is presented in two complimentary booklets, each A-4 size and 20 pages long (excluding card covers). Volume #36 contains the text, tables, and 4 photos, while #37 consists entirely of Ian Baker's excellent multi-view and perspective drawings with informative captions. These two volumes are meant to allow the reader to "view the relevant illustrations and diagrams at every point whilst reading the text, rather than having to flip back and forth".
These volumes are divided into four sections: (1) "IJN Aircraft before Pearl Harbor" 4 pages of text and 11 illustrations (1MF5, 3MR4, A4N, 3MT5, A5M (2), D1A, B4Y, E7K, B5N, & G3M). (2) "IJN Aircraft 1942-1945" 6 pages of text and 26 illustrations (G4M (3), B5N (3), A6M (5), D3A (3), J2M, P1Y, F1M, N1K (2), & E13A). (3) "Colour Notes: 1937-1942" 6 pages including FS, Methuen, Pantone, & BS equivalents for 16 exterior and interior colors. (4) "Colour Notes: 1942-1945" 2 pages including equivalents for 7 colors.
Ian has taken on a gigantic task, and I am sure that some of his comments will challenge some people's cherished opinions about the colors used on IJN aircraft before and during WWII. However, Ian's research appears to be comprehensive, his conclusions reached in a logical manner, and he carefully documents the uncertainties in the results. If modeling a Japanese aircraft is in your future, I suggest you get a copy of both of these volumes and see for yourself if the colors you were planning to use fit the data Ian presents.

Imperial Japanese Navy Aircraft Colour Schemes, Camouflage & Markings 1937-1945 (Part 2). Aviation History Colouring Book #37. Ian K. Baker, 31A Mercer St., Queenscliff, Vic. 3225, Australia. This is the companion to Volume #36 reviewed above.

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There is a new Spanish military aviation magazine, founded by Salvador Mafe Huertas, **Fuerza Aerea**, published bimonthly, six issues a year. Pesetas 7,500 for a yearly subscription for the American continent. Cheque or credit card. Other countries, ask the publishers at: Fuerza Aerea, Neagari Press scp, Jose Benlliure, 23 Bajo, Valencia 46011, Spain. It is full colour on every page, with Spanish and foreign subjects, including historical sections and modelling. No English captions.
Contents of issue #2: JAS-9 Grippen; Talavera Magicians (Spanish F5s on that base); Bristol Beaufighter in Spain (internment of a 272 Squadron RAF machine in May 1941); US Navy carriers; Phantom vs UFO (a rt of X-File on UFO incident over Madrid); Duxford Flying Legends Airshow 1998; V-22 Osprey; Aviation aces: Hans Joachim Marseille.
The contents of the latest issue of **Aeroplano**, #6, 1998: CASA's seventy-fifth anniversary; Cristobal Juando Rafecas (Spanish aviation pioneer); Cierva C.3 and Farman 50 in the Spanish Air Force; Sarinena Red Wings (history of the Republican airfield in the Spanish Civil War); Foreign Volunteers (with both sides in the SCW); Manises air base (history of the base, which has closed down); The F-86 at the Escuela de Reactores (jet aircraft school); First flight of an airplane in the Canary islands; Aeromodelling records; Remembrances of the Primera Bandera Paracaidista (history of the first parachute unit of the Ejercito del Aire); History of the Health Service of the Ejercito del Aire; The Cock and Sword Sabres (Sabre fighter wings at Moron AB); Urban aeronautical accidents in Madrid and Barcelona in the 1930's.
Juan Carlos Salgado (SAFCH #1311), Carretera de Bosende (Tolda) 36, 27169 Lugo, Spain.

Luso-Fanatics, Publicacao do Grupo de Interessew na Aviacao Militar Portuguese (The Newsletter of Portuguese Military Aviation Special Interest Group). N° 1 Janeiro 1999. 300 PTE (1.50 EUR).
This is the premier issue of the Portuguese SIG, and it is a very welcome addition to publication of interest to the enthusiast of the small air forces. This first issue consists of nine side-stapled A-4 size sheets. Three pages of glossy paper contain 15 color photos of the Portuguese contribution to the IPMS-UK 98 Nationals. The remaining pages include: "P3P - Orion da F.A.P." 2 pages on modifying the Hasegawa P3 to Portuguese AF standards including 4-view drawing and FS595 color equivalents. "T-6 em Portugal" 3 pages including 10 color side-view drawings. "Jet Noise: The Sound of Freedom" 4 pages on PAF T-33s including a table listing the history of each individual a/c, 3-view drawing of the last PAFT-33 including FS595 color equivalents, parallel English translation, and a small (8 cm by 7 cm) sheet of decals that provides all the insignia, markings, & stencils for aircraft the specially-marked T-33 '1930'. [Editor's note: A somewhat less complete drawings of this aircraft appeared in SAFO #80.] The remaining couple of pages consists of "News", "Events", "Wanted", and Mail", most with English summary.
Included in the envelope with Luso-Fanatics was an eight-page A-4 size booklet "1998 Military Annual Spotting Report" published by the Associacao Portuguesa de Entusiastas de Aviacao. Their affiliation with the PAF SIG, if any, is not stated, but I suspect there is much overlap in membership. Approximately four pages are devoted to typical "Spotting" reports (in English) organized by airfield. The remainder of the booklet is an "Order of Battle" listing all aircraft of the Armada Portuguesa and Forca Aerea Portuguesa by unit, giving serial, c/n, former identity, and remarks.
Luso-Fantatics is a excellent magazine that should appeal to both the historian and the modeler. It is, of course, a must for anyone interested in Portuguese military aviation, but will also be enjoyed by any small-air-force enthusiast with even a casual interest in the PAF.
The cost of Luso-Fanatics is £2.50 for overseas airmail. Payment by cheques, postal order, cash, or international money order. Write to: SIGPMA, (c/o) Rui Dominques, PO Box 52054, 4202-801 Porto, Portugal. The SIG web page at www.cidadevirtual..pt/sigpma. E-mail: ruidom@mail.telepac.pt.

Aero Historia #12, A Magyar Repulestorteneti Tarsasag idoszaki kiadvanya. 1066 Budapest, Terez krt, 28, Hungary.
After a long hiatus, the Aviation Museum of Hun-

gary has recommenced publication of Aero Historia. At least it appears that way. I can find no date in the magazine, but the quality of the paper and the use of color photos represents a quantum improvement over issue #11 which appeared quite a long time ago.

This issue consists of 52 A-4 size pages bound between heavy stock covers with a heavy stock insert (more about this later). The text is all in Hungarian, but the English translation of the Table of Contents identified the following articles: "Dates of Ferihegy Airport" (1st part) 12 pages including chronology and 11 photos of civil airliners. "Farewell to the Tu-134s" 6 pages including 8 photos. "The Mi8 Helicopter and Me" (1st part) 3 pages including 4 photos of an Mi-8 serving with the insurgents during the Hungarian Revolution. "Giudo Prodam (1882-1948)" 7 pages including 3 photos and 2 4-view scale drawings of attractive pre-WWI monoplanes P-II and P-III. "From Farkasjegy to the Wasserkuppe" (1st part) 8 pages on Hungarian gliding including 4 photos. "The History of the Hungarian Ju-86s" (1st part) 9 pages including 7 photos. "List on the articles of Former issues (N° 1-11)".

An insert on heavy stock consists of 8 color photos of Malev airlines apparently designed as postcards to be cut out for either collecting or (heavens forbid) mailing, because the back of the cards are numbered and contain space of a stamp and address.

Aero Historia is an excellent source of information on Hungarian aviation. The reproduction of the color photos is excellent as is the reproduction of the b&w photos on the four-side of the cover. It is, therefore, a pity that the quality of the b&w photos accompanying the text remains muddy and of low quality.

Modell es Makett Extra, A Magyar Legiero a II. vilaghaboruban No. 2, Exkluziv Arvhiv Fotok! with English Text.

As anyone who can read Hungarian (and many others who can't read Hungarian but have a good imagination) can tell from the title, this is a photo essay on Hungarian aircraft during WWII. It's a A-4 size, soft-bound booklet of 32 pages with 3 or 4 photos per page. The captions are in both Hungarian and English. Aircraft covered are: Ar 96 (11 photos); Fi 156 (6 photos); FW 56 (10 photos); FW 56 (12 photos); He 70 (13 photos); Do 17K (3 photos); Do 215 (2 photos); He 111 (7 photos); Me 210 (6 photos); Ju 86 12 photos); Ju 87 (8 photos); and Ju 88 (13 photos).

Most of the photos are new to this reviewer and not a few will probably be new even the enthusiast with an extensive library on Hungarian aviation in WWII. There is much in here to tempt the modeler with most aircraft shown carrying either the early chevron or the later white cross national markings. However, you are left on your own as far as a color schemes, except for a nice color painting on the cover of a pair of Ar 96 carrying the white cross national insignia. Although printed on glossy paper, the photos tend to be muddy. A great collection of photos, as this is, deserve better reproduction.

[Editor's note: Looking over the photos of the Ju 87 reminded me that I'm still waiting for someone in the cottage industry to produce a set of unspatted landing gear for the ubiquitous Stuka.]

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Petylakov Petylakov-2, 1/72-scale injection-molded kit. Zlinek, A-06. Lenka Stepanova, Druzstevni 4509, 760 05 Zlin, Czech Republic.

The publishers of the magazine Zlinek have branched out into production of injection-molded kits which, so far, have including an Il-2, Tu-2, and Yak-9DD. Their Petylakov-2 and Petylakov-3 are the first kits of this series that I have had the pleasure to review.

The Petylakov-2 was first kitted by Airfix a great many years ago. While the Airfix kit made into a attractive model, the Zlinek kit contains a great many more parts, mostly for the interior. The 103 plastic parts for the Zlinek Petylakov-2 are molded on 5 sprues of dark-grey flash-free styrene with engraved panel lines and raised rivet detail. Since rivets are not visible on any of the photos of the Petylakov-2s I have, the model would probably benefit from a light sanding.

Interior detail is quite complete with much detail molded into the inside of the fuselage and landing-gear well in the engine nacelles. Other interior details are supplied as separate parts including detailed bulkheads, radio equipment, seats, instrument panels, pilot controls, and machine guns with ammunition belts and boxes. Even the most fastidious modeler will find it hard to think of anything else to add (maybe seat belts). The landing flaps can be positioned in the lowered position and the crew hatch can be left open. While most of the photos I have of parked Petylakov-2s show the flaps closed, a few aircraft the flaps are about 10° down (never the 45° shown on the instructions).

The review kit includes a brass fret (6 cm by 5 cm) with delicate parts to replace some of plastic parts such as the instrument panels, pilot controls, dive brakes, radiator grills, etc. I understand the kit comes in two version, one without the brass fret and the other, more expensive kit, with the brass fret.

The instruction sheet is quite complex with 12 construction-step drawings. These instructions will have to be followed precisely to get everything in the correct place. Color schemes are provided for two aircraft, both in Soviet markings: (1) yellow '29' in grass green over light blue and (2) yellow '1' with grass green, light brown, and extra dark grey upper surfaces with light blue undersurfaces. A large (20 cm by 15 cm) decal sheet provides all the national insignia and marking for these two aircraft as well as much more. (The decals for the Petylakov-2 and Petylakov-3 are combined on one sheet. The other decals on this sheet will be described in the review of the Petylakov-3 kit appearing below.)

This kit represents the Petylakov-2 with the gun turret immediately behind the pilot. Unfortunately, this is not the version of the Petylakov-2 used by the Finns which had a long smooth cockpit canopy.

The Zlinek kit of the Petylakov-2 contains all that it is needed to make a very detailed model of this attractive Soviet twin-engine, twin-tail dive bomber. However, not much of the interior detail will be visible on the finished model, especially in the rear compartment. It would be very interesting to see a well-make kit of the Zlinek Petylakov-2 displayed next to a well-made kit of the Airfix Petylakov-2. This would certainly add fuel to the debate about how much interior detail is enough.

Petylakov Petylakov-3, 1/72-scale injection-molded kit. Zlinek, A-07. Lenka Stepanova, Druzstevni 4509, 760 05 Zlin, Czech Republic.

The Petylakov-3 was a multi-role fighter version of the Petylakov-2 dive bomber. The two type are nearly identical except the fighter version deleted the third crew member and replaced the bomb-aimer's position in the nose with a battery of fixed machine guns while retaining the cockpit turret. This kit differs from Zlinek's Petylakov-2 by the deletion of one plastic sprue and a modification of the sprue containing the fuselage. Otherwise, all the comments made above apply equally well to this kit.

The instruction sheet provides drawings of two Soviet aircraft: (1) yellow '4' dark green and grass green camouflage upper surfaces and light blue undersurfaces and (2) white '27' grass green over light blue. The decals sheet provides the red stars and markings for these two aircraft, as well as many more including 'PETYLAKOV-301' of the Finnish AF (See photo and drawing in Suomen Ilmavoimien Historia #9; Soviet Bombers).

Other markings on the decal sheet include a yellow lion and Cyrillic script (if my memory is correct, for a Soviet aircraft), Polish chessboards and a red-arrow fuselage flash, Czech national insignia with codes 'LV-11' and 'MU-13', and Yugoslav national insignia. (UK Profile #216 has color side-view drawings of a Polish Petylakov-3 and a Czechoslovak Petylakov-3 'LV-3', although they are called Petylakov-2s. Polish TBU #35 has many photos of Polish Petylakov-2 and Petylakov-3 along with a PF-2FT with forward-firing guns and a ventral gun in Polish and Red Chinese markings.)

The Zlinek kit of the Petylakov-3 has a lot of small-air-force potential. Unfortunately, Zlinek has only teased us by adding small-air-force decals without providing color schemes. Are they planning a publication on the Petylakov-2/3, or perhaps a kit of the Petylakov-2FT?)

[Editor's note: The Petylakov-2/3 series looks like a fertile field for a SAFO research project and article. Any takers?]

Piper PA-31-350 Chieftain, 1/72-scale vacuform-kit with injection-molded parts. Broplan MS-68. Janusz Brozek, ul. Pilotow 106/33, 80-460 Gdansk, Poland.

The latest two kits from Broplan are of the similar Piper two-engine Chieftain and Navajo; the only differences are that the Chieftain has more powerful engines (350 hp vs 300 hp) and the Navajo has longer nacelles and nose than the Chieftain.

The kit of the Chieftain molded on two 22 cm by 12 cm sheets of medium-thickness white styrene. The parts are sharply delineated from their background plastic and the engraved panels lines are acceptable restrained, but the lines denoted the control surfaces could use cleaning up and deepening. The lower surface of the wing comes in one piece, so there will be no problem in setting the proper dihedral. Interior details are spartan; a vacuformed floor and two bulkheads, and injection-molded instrument panel, two control wheels, and 6 seats. The two small sprues of injection-molded provide, besides the interior parts mentioned above, wheels, landing gear struts & doors, nacelle fronts, propellers, and spinners. These parts are well molded with a minimum of flash. The vacuformed cockpit canopy and cabin windows are clear, but would benefit from a coat of Future.

The instruction sheet is in the usual Broplan style

with one page showing the locations of the parts on the sheets and sprues, an interior cross section, and an exploded construction diagram. Three-view drawings are provided for two aircraft: (1) 'PC-2' a camouflaged aircraft with the Finnish AF and (2) '541' an all-white aircraft with the Swedish Marinen. If you are modeling the Finnish aircraft, note that the window furthest aft is absent on one side.

No decals are provided. This should not be much of a problem for the Finnish aircraft since Finnish national markings are easy to find and the code will not be too difficult to construct from sheet of the proper style and size letters/numbers. However, the propeller-warning notice and the unit emblem on the tail will challenge the modeler with the most comprehensive decal collection. The markings for the Swedish aircraft will present a much greater challenge. National insignia and codes should be no problems, but the "Marinen" inscription, unit emblem on the tail, and the "anchors" on the nacelles will be hard to find for the modeler not specializing in Swedish aircraft.

Piper PA-31-310 Navajo, 1/72-scale vacuform-kit with injection-molded parts. Broplan MS-69. Janusz Brozek, ul. Pilotow 106/33, 80-460 Gdansk, Poland.

Since this kit is identical to that for the Chieftain except for the fuselage with a longer nose and longer engine nacelles, there is no need to repeat the discussion of the parts. The instruction sheet provided drawings for two aircraft: (1) '927' of the French Aeronavale in a white over metallic medium blue color scheme and (2) 'SE-ITU' of the Swedish Commercial Pilots School in an overall pale-cream color with a red and grayish-silver flash on the nacelles and along the fuselage sweeping up onto the rudder. WHile decals for the Aeronavale version should be readily obtainable, except for the unit emblem, the modeler who attempts to put together "Trafikflygarhogskolon" for individual letters deserves our utmost admiration.

Both of the new kits from Broplan will be most welcome by the modeler wishing to add less belligerent aircraft this his/her collection of small-air-force aircraft.

[Editor' note: I suspect that several other air forces used the Chieftain and Navajo, but SAFCH files are mute on this point. Can anyone out there to put together a SAFO article on the twin-engine Pipers in the small air forces?]

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Dutch Decals, Kerlstraat 2, 2471 AP Zwammerdam, The Netherlands. f 12,95 each.

This decals in this new series from Dutch Decals are all of identical size (21 cm by 7 cm) and quality (fantastically well-printed in perfect registration with dense colors and precise detail. The 2-page instruction sheets show the placement of all the markings and is a work of art in themselves.

32003: GD **F-16A/B & F104 Starfighter RNethAF Squadron Badges**. This sheet provides squadron badges and tail stripes for four F-16 (322, 323, 315, & 313 Sqn) and two F-104 (306 Sqn and "The Dutch Masters"), one set of national insignia, and black serials (D-1 to D-10), to be cut out and assembled). The instruction sheet has drawings of all six aircraft.

32004: **RNethAF Hawker Hunter F.Mk.4/6 & T.Mk.7.** This sheet provides 3 pairs of squadron insignia (323, 324, & 325 Sqn), white and black numbers (1-10) in 3 sizes, and squares in squadron colors. The modeler will have to cut out the numbers and assembled for a particular aircraft. National insignia are not provided. The 2-page instruction sheet provides side-view drawings for nine Mk.4/6 and two T.7.

32005: **GD F-16A/B RNethAF Squadron Badges Low Visible.** This sheet provides low-vis squadron badges for 10 squadrons, black serials (1-10, cut and assemble), and one set of "rescue" markings. The 2-page instruction sheet shows the placement of the markings for 6 aircraft. National insignia are not provided.

48015: **GD F-16A/B RNethAF Squadron Badges.** This sheet provides squadron insignia and fin flashes for 10 squadrons, one set of national insignia, and one set of "rescue" markings. The instruction sheet has side-view drawings of four aircraft.

48016: **Mitchell Mk.II/III 320 Dutch Squadron RAF; DH Mosquito NFXIII 488 Sqn RNZAF.** This sheet consists of one set of national markings (RAF), and the serials, codes, and individual markings to model four Mitchell II (FR199 'M', FR201 'Z', FR141 'B' "Ouwe Jongens"; FR142 'F' "Margriet"), one Mitchell III (HD346 'V' "Lotys"), and one Mosquito XIII (HK365 'ME+Z' flown by Christian J. Vlotman. The instruction sheet provides all necessary side-view drawings.

48017: NA B-25C/D/G/J NEIAF Australia; B-25G Royal Neth. Military Flying School USA. This sheet provides 3 sets of national (flag) markings and codes, serials, and emblems for one B-25C (N5-146 "Lienke"), three B-25D (N5-126 'Donald Duck', N5-145 "The Flying Dutchman", N5-158 postwar, N5-126 'Donald Duck' postwar), one B-25G (102), and two B-25J (N5.243 & M4 343). The instruction sheet provides all the necessary drawings.

48018: **Spitfire LF Mk.IX Luchtstrijdkrachten postwar.** This sheet provides one set of national markings and the codes and serials for Java-based Dutch Spitfires. The serials are complete, but the codes have to be cut and assembled. The instruction sheet has side-view drawings for 8 aircraft.

48019: **Republic F-84G Thunderjets RNethAF.** This double sheet contains the serials, codes, rudder stripes, nose decoration, and tip-tank flashes for 7 aircraft including one target tug. No national insignia are provided. The instruction sheet provides all the necessary information.

48020: **GD F-16A/B RNethAF Squadron Badges Low Visible.** Squadron badges are provided for 11 squadrons along with serials (cut and assemble), fin stripes, one pair of "rescue" markings, and one set of national insignia. The instruction sheet side-view drawings for 6 aircraft.

48021: **LuchtVaartAfdeling WWI Bristol Fighter; Nieuport Type 21/23.** This sheet consists mainly of orange disc national insignia (8 large, 2 medium, & 6 small discs) along with serials, and 2 pairs of "fighting cock" insignia. The instruction sheet has side-view drawings of one Bristol Fighter, one Ni-21, and one Ni-23, all with orange discs in six positions.

48022: **LuchtVaartAfdeling & RNethNavy Fokker D.VII.** This sheet consist mainly of two sets of national markings (one orange discs and one tricolor cocard) and codes for 3 aircraft. The instruction sheet contains all necessary information.

72030: **Orange triangle Part 2: Fokker D-XXI, & G-1 Luchtvaartafdeling; Vought Kingfisher R-NethNavy; Brewster Buffalo RNEIAF.** This sheet contains national insignia, codes, and individual emblems for Kingfisher V-10, Buffalo B-3132, one set of national insignia for the D.XXI (with codes (cut and assemble), and one set of national insignia and codes (cut and assemble) for the G.-1. The instruction sheet has side view drawings of 5 G-1, 5 D.XXI, the Buffalo, and the Kingfisher.

72031: **F-104G Starfighter; F-16A/B RNethAF Squadron Badges.** For the F-104, this sheet contains one set of national insignia, 8 pairs of squadron badges, a pair of "rescue" markings, and serials to cut and assemble. For the F-16, there are one set of national insignia, 11 squadron badges, tail stripes, "rescue" markings, and serials to cut and assemble. The instruction sheet provides 3 side-view drawings for F-104 and 3 for the F-16.

72033: **Mitchell Mk.II/III 320 Dutch Squadron RAF. B-25C/D/J NEIAF; DH Dominie 1316 Dutch Flight RAF; Fokker T-VIIIw 320 Dutch Sqn RAF.** This sheet provides national markings and codes for a Fokker T.VIIIw of 320 Dutch Squadron RAF, DH-89B Dominie "Zeeland" of 1316 Dutch Communication Flight RAF, four Mitchell II (FR199 'M', FR201 'Z', FR141 'B' "Ouwe Jongens", & FR142 'F' "Margriet"), and one Mitchell III HD346 'V' of 320 Dutch Squadron RAF. One set of Dutch-flag national insignia along with codes and emblems are provided for two B-25D (N5-125 "Donald Duck" and N5-145 "The Flying Dutchman") and B-25J (N5.258 & M4 434). The instruction sheet provides all necessary information.

72034: **Royal Netherlands Navy Supermarine Sea Otter Mk.II; Sikorsky S-55; Sikorsky S-58; Augusta-Bell UH-1.** This sheet provides the "Kon.Marine", codes, propeller earning stripes, and "foot prints" for Sea Otter '18+6'; "Kon.Marine", serials, codes, and name "Cleopatra", for S-55 'V 077'; 'Kon.Marine" serials, and codes (cut and assemble) for S-58; and "Kon.Marine", serial, and codes (cut and assemble), for AB-204. The instruction sheet provides side-view drawings for the Sea Otter, the S-55, three S-58, and three Ab-204.

72035: **RNethNavy Dornier Do-24K-1 & Fokker T.IVa; ML/KNIL Hurricane IIa/b; LVA Bristol Fighter & Nieuport 21/23.** This is a real "catch-all" sheet with orange disc and triangle national insignia and serials for a Do-24K (X-35 or X-13), Fokker T-IVa (T-17), Ni-21 (with "fighting cock" emblem), Ni-23, Bristol Fighter (with "fighting cock" emblem), and two Hurricanes (Z5664 and BE225) of the RNethEast Indies AF. The instruction sheet provides all the necessary information.

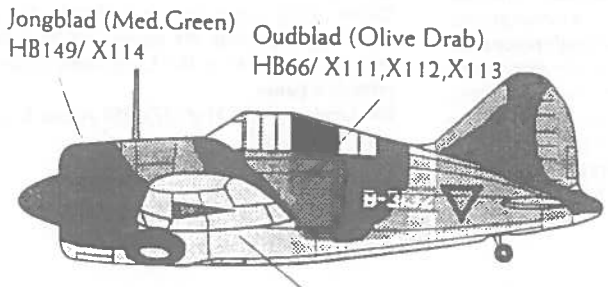
72036: **GD F-16A/B RNethAF Squadron Badges Low Visible.** This sheet provides one set of national insignia, badges for squadrons, tail stripes, 4 pairs of "rescue" markings, and serial (cut and assemble). The instruction sheet provides side-view drawings of 6 aircraft.

72037: **Supermarine Spitfire LF Mk.IX/16/Trainer LuchtStridjKrachten postwar.** This sheet provides one set of national insignia, serials, and codes (cut and assemble) for post-war Dutch Spitfires. The 3-page instruction sheet

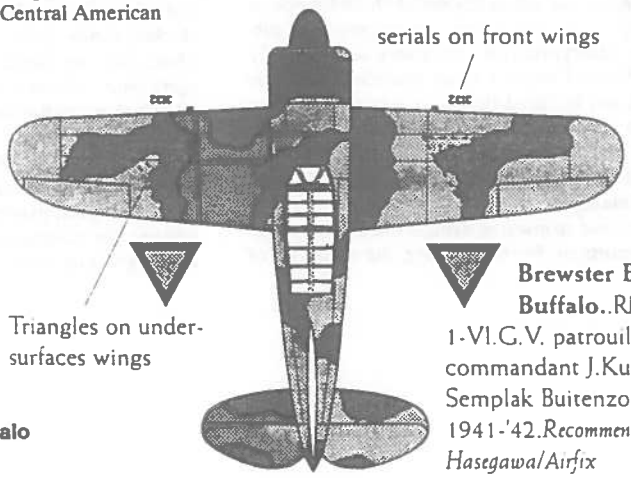
provides side-view drawings of six Mk IX in Dutch East Indies (MH424 'H 53, MJ893 H 69, NH188 H 64, MK923 H 34, MK923 H 104, & NH328 H 60), six Mk IX in Holland (MJ143 H 1, MJ143 H 13, MK913 H 34, MJ580 H 35, MK630 H 19, MJ271 3W 8), one Mk 16 (MJ143 3W 1), and three Mk IX trainers (BF274 H 98, MK174 H 97, & MK715 3W 21).
The new Dutch Decals are excellent and are highly recommended for anyone seeking to build up a collections of Dutch aircraft and to anyone wishing to add models of aircraft in orange discs to a collection of WWI aircraft or orange triangles to a collection of WWII aircraft.

J26 P-51D Mustang & S31 Spitfire XIX, 1/48-scale decals, Flying Colors Aerodecals 48-102. £4.50.
This set consists of two sheets (9 cm by 13 cm), one each for the Mustang and the Spitfire. The Mustang sheet contains national insignia and stencilling for one aircraft, and serials, tail codes, and squadron codes for 4 different aircraft (#26010 red 'F' of F16 in 1945-46; #26068 blue 'J' of F16 in early 1960's; #26093 red 'C' of F16 in June 1948, & #26132 yellow 'J' of F4 in 1949). Only #26093 carried an emblem of a red Indian on a black horse. The 2-page instruction sheet is complete showing the placement of all insignia and stencilling.
The Spitfire sheet provides all the markings and stencilling for one overall PRU blue XIX: #31017 white '17'of J11 with squadron emblem consisting of black griffin on a yellow shield. The one-page instruction sheet shows the placement of all the markings and stencilling.
The decals themselves are of excellent quality; well-printed in dense colors with every stencil readable (if you understand Swedish). These decals are be highly recommended to anyone building up a collection of 1/48-scale models of Swedish aircraft.
[Editor's note: A number of these decals are available from the SAFCH Sales Service, either as a complete set or as individual sheets.]

Blue Rider Decals. A large batch of 1/72-scale Blue Rider decals have arrived for review and sale through the SAFCH Sales Service. One of these is quite new while the other, while not exactly new, are recent. All are of small-air-force interest. Since these decals are all of the high quality we have come to expect from Blue Rider, the following reviews will concern only the contents of each sheet.
BR414 **Red Army of China Air Force 1945-46.** (12 cm by 11 cm) This, the most recent Blue Rider release, consists of the first Red Chinese national insignia: a red outlined white disc carrying a red horizontal rectangle with vertical red line surrounded by 5 points of a red star. This was accompanied by red and white tail horizontal stripes. Markings are provided for Nakajima Ki-43 (Oscar), Mitsubishi Ki-46 (Dinah), and Kawasaki Ki-45 (Nick). These decals are a must for anyone looking for a different set of markings for their kits of Japanese aircraft.
BR424 **Chinese Air Force 1937-1945.** (13 cm by 17 cm) The sheet provided the markings for 5 Nationalist Chinese aircraft of WWII. I-16 '94' with peculiar white fuselage emblem; I-16 '71'; I-16 'P 21-5'; SB-2M; and Lockheed F-5A 424082. Good decals for Nationalist Chinese aircraft have been hard to find, so this sheet fills a serious void. Besides it provided decals for one of the few small air forces to use the Lockheed Lightning.
BR248 **Russian Civil War 1917-1922.** (13 cm by 17 cm) This sheet provides a variety of national markings for aircraft used in the Russian Civil War. Georgian Air Force Camel, Crimea 1920; 47 Sqn FAR Camel, Southern Russia, 1919; Workers' and Peasants' Red Air Fleet, Snipe E6351, 1919; Workers' and Peasants' Air Fleet SEA5A C8378, 1920; Workers' and Peasants' Air Fleet Spad XII, 1919-20. This sheet allow the modeler to build their WWI kits in some unusual markings, especially the Georgian Camel.
BR251 **Russian Civil War - Part 2.** (18 cm by 13 cm) Lots of variations on the red star are found on this sheet. 2nd Aviatryad Snipe, 1922; Red Air Fleet Spad VII, 1919-20, with slanted red stripes on rudder; Northern Hydro-Aviation Vattalion, Red Navy, Spad VII, Summer 1919, with red anchor; Red Air Fleet Sopwith Strutter, February 1919; Northern Hydro-Aviation Battalion, Red navy, Ni-23, Summer 1919; Northern Hydro-Aviation Battalion Ni-24bis, June 1919, with red anchors and no stars. While mostly red stars, this sheet does provides the red anchors for some unusually-marked WWI aircraft.
BR253 **Russian Civil War 1917-22 - Part 3.** (17 cm by 13 cm) Both Red and White air forces are represented here. 1st Flight, 2nd Soviet Aviatryad Fokker D-VII with red stars and slanted red stripes on vertical fin; Red Air Fleet Ni-11/16, 1918-19. with "fat" red star on blue rudder and Czarist roundel with 4 evenly-spaced diametrical red lines on the central white disc; Kolchak's Siberian Air Fleet MS Type L, 1919. with Czarist-type roundels; Kolchak's Siberian Army Air Force, 1918, with red/blue/white pennant insignia. This is the markings I know of for White Russian aircraft.
BR412 **Nicaraguan Air Force between 1955 and 1980.** (13 cm by 8 cm) Two aircraft are represented here: (1) F-47D Thunderbolt, '70', 1955-63, with red/yellow/blue (from outside) roundel on fuselage and, on the wings, red-outlined blue disc, with an inscribed white triangular frame. the rudder are blue and white horizontal stripes with a red leading edge. (2) AT-6 Texan with triangle roundel in all six positions and a rudder with blue and white horizontal stripes and a yellow leading edge. A great set of decals that helps fill in the meager selection of marking for Central American countries.
BR302 **South African Air Force 1921.** (13 cm by 4 cm) Only one subject of this small sheet, but its a beauty; a SEA5a '309' carrying 4-color roundels and rudder stripes. Blue/gold,red,green from outside on roundel and from forward on rudder. You will be hard pressed to find a more colorful roundel to add to your collection.
BR304 **Nordic UN Texan: Peacekeeping in the Lebanon, 1958.** (13 cm by 4 cm) Another small sheet, but unique scheme. Aircraft is white overall with black "UN" in the six positions usually reserved for national insignia and a black "04" and the blue/white UN insignia on the vertical fin. Might as well start your collection of UN aircraft with this little beauty.
BR811 **Moldovan Air Force MIGs.** (13 cm by 7 cm) National markings for these Moldovan MiG-29 consists of two variations on an 8-pointed star bordered in gold and blue inscribed in a white disc. The star for 1995 is "fatter" than the decidedly more pointed star used in 1996. The Mig-29 in 1995 carries a white '07' on the vertical fin while the MiG-29 of 1996 carries a white '8' on the air intake. An article on the Moldovan Fulcrums in action appeared in SAFO #67. Here is your chance to add an aircraft in the markings of a real small country to your collection.
BR812 **Macedonian & Estonian Air Force.** (13 cm by 7 cm) Two aircraft are represent on this sheet. (1) A Mil Mi-8MTV-1, serial VAM-303 of the Air Force and Defense of the Army of the republic of Macedonia, Skopje, 1998. The national insignia consists of a red and yellow triangle on the fuselage and a red and yellow flag on the tail-rotor boom. The serial is mid-green and sand over contrasting sand and mid-green areas of camouflage. Unfortunately, the serial is not included on the decal sheet. It certainly will be difficult to hand paint. (2) An Estonian Air Force An-2, Tartu, 1998. The traditional blue/black/white triangular national markings in 4 wing positions with yellow '40' on the fuselage. Two styles of the '40' are provided; the earlier stencil type and a sold type seen in 1998. While the Estonian national insignia is relatively common, the Macedonian Mi-8 would make a very unique addition to any collect. Does anyone know how to paint these counter-shaded serials?
BR810 **Latvian Army Reserve.** (8 cm by 8 cm) Another AN-2, but with an unusual insignia, even for Latvia. The national insignia consists of the red outlines of an equal-arm cross with the ends of the cross cut off diagonally towards the center of the cross. This insignia is based on the pre-war Latvian National Guard Auseklis cross and is carried in the usual 6 positions. The only other markings are the black serials '257' on the fuselage. Another aircraft with absolutely unique markings to add to your collection. But, did you buy enough An-2s when they were on sale?



See page 188 boek 'Camouflage en Kentekens



Brewster B-339 Buffalo..RNEIAF 1-VI.G.V. patrouille-commandant J.Kuiper Semplak Buitenzorg 1941-'42.*Recommended kit: Hasegawa/Airfix*

RNEIAF Brewster Buffalo Dutch Decals #72030

"After finally settling into our new home (note new address please), I've finally found a chance to have a read of SAFO #84. If you will suffer it once again, I have a few odd comments from here and there in this issue.

"Tony Sapienza continues to expand out understanding of Paraguayan service aviation with his excellent piece on the Cessna 150/210/310 fleet there. Just a couple of things to add a little clarification to his text. **Cessna 150:** The two Naval Cessna 150Ms were delivered, according to Cessna, in February 1976 (vice 1977 that Tony reported). I have slides of both taken at the factory on 14 February 1976. which seems to support this date. **Cessna 210:** The c/n that Tony gives for FAP 0218 is correct (it has also been given as 59780) it is indeed ex-Bolivian CP-2190 and should be a Cessna 210L. I found it odd, however, that the second aircraft, FAP 0219, which Tony listed as having been acquired locally in 1987, received a number **higher** than the other, which he says was seized in 1991. C/n 64346 should be a Cessna 210N. A third Cessna 210, ZP-TYB, is reported to have also been impounded by the military circa 3 January 1996, but it is not clear if this was incorporated into the military services like the earlier example. Tony had earlier advised me that Naval 134 (a Cessna 210N) had been acquired in 1996. An earlier Cessna 210M, Naval 136, was reported in service in 1974, and indeed a drawing of this aircraft appeared in SAFO #22. Tony did not list this aircraft in his article. Que paso? **Cessna 310:** The previous (and probably never worn) U.S. civil registration for Cessna 310OH ZP-TDR that Tony gave as 'N108BQ' (typo?) is almost certainly more likely to have been N1088Q. The situation on the other FAP aircraft is rather confused, I think. Another aircraft (that Tony didn't list) was noted at Asuncion as TE-02 on 9 July 1996. Since TE-03, Tony says, was acquired in 1989, this suggests that TE-02 must have been acquired at the same time or earlier ... or that it may be in some way connected with ZP-GMS/MDA. Now Tony had sent me a color photo of a Navy Cessna 310 marked as NAVAL 401, which he later told me became NAVAL 144, yet this was reflected in his text for 144. This aircraft was noted in service as 401 in 1989. This is slightly confusing.

"I'd also like to congratulate friend Santiago Flores for his excellent article, 'The T-6 Mexican Dive Bomber', which expands our knowledge of this significant event considerably. In this connection, I'd like to inform the readership of a rather curious circumstance. Last winter, I finally located the records of the U.S. Navy Liaison Office that maintained as an intelligence gathering post at Veracruz and Tampico during the war years. These were voluminous and extremely detailed, and reported on shipping arrivals and departures, reported submarine activity, etc., on a daily and, nearly hourly, basis. When I located these records, I was very excited, as I believed that at long last, I would be able to learn more about the FAM's anti-submarine patrols and the attack on U-129, which I reasoned would surely have been of note to the Naval Intelligence folks. To my utter amazement, there was not so much as a single word in any of the daily reports or, for that matter, the entire set of records, regarding the FAMs patrols or the attack on U-129 - even though the Intelligence Officer reported otherwise on the comings-and-going of aircraft at the local area airfields religiously. I must confess that I cannot understand this at all. I should add that, although I have attempted strenuously to do so, I have not located any other U.S. reports on this attack, aside from a solitary reference in the Daily Log of the Caribbean Defense Command that reported the attack, passed to them from an unreported source. This is a very perplexing story.

"Also wanted to thank you, for the very nice review of the Specialty Press T-6 book I did. I hope you will once again remind readers that the follow-on and much larger book on the NA-16/AT-6/SNJ in Latin America is still in need of genuine in-service photos of Nicaraguan, Peruvian and Haitian T6s, if anyone has a tip on same."

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA.

"Sorry it's been so long; I have moved and I am finally back to being merely late rather than hopelessly behind, but I had to publish a double issue of Chine Lines to do it! As usual, much of the information is of Small AF interest, so I've included most of the text on diskette and clean copies of the artwork for your use. I am sending these articles in what I hope is cleaned-up ASCII text, but it seems we have had some translation problems in the past--sometimes the punctuation gets fouled up. In the Fleet Freighter article some of the hyphens between the registration letters got lost, and some of those in the Ripon piece (both in SAFO #86) disappeared taking the number 1 with them, which made some of the codes read incorrectly. While I have removed ALL the diacritical marks from the ASCII copy (I think), some of the Scandinavian words suffer; I'd at least re-introduce the ø to Høver if you can. At any rate, with this stuff and the Mars and Macchi M.18 articles you already have, you should be set with seaplanes for a while!

"SAFO is looking better and better, what with the photo pages and all. I seems we old-fashioned graphic artist relying on B&W line drawings will soon be superfluous! I see that the two ex-CL articles in #86 prompted some follow-up from the members, which I'd like to comment on. First of all, both Maurice Pink (Fleet 50) and Nils Treichel (Ripon) had no idea that I was going to submit their work to SAFO. While they had prepared the original articles, I did considerable editing and rewriting using the sometimes limited references at my disposal, so the "blame" for publishing any inaccuracies must be mine. Terry Judge sent me a copy of his letter to you; he and I exchanged valuable correspondence about the Freighter and the Barkley-Grow T8P-1. While I appreciate Pentti Manninen's sentiments and credentials, I must disagree with some of his opinions and assumptions.

"If only those with access to primary reference sources were counted on to write all of our material we wouldn't see much. All of my articles are of necessity written from secondary sources, and while they may be suspect, photographs are primary sources [except for computer considerations which we won't go into here] and are lasting historical records regardless of their captioning. Much of what I write is based on careful examination of photographs and analysis of aircraft technical descriptions. (It is surprising what you can learn by actually studying the photos in your possession and reading the boring technical gen!) Also, damning all references before a certain date, or worse, accepting as truth all material published after a certain date, is bound to result in errors. All references, both primary and secondary, must be used with care. Antonio Sapienza told me that he had access to original Paraguayan documents which referred to the Macchi M.18s acquired by their Navy as M.18ARs. Regardless of this documentation, examination of photographs shows that neither Paraguayan M. 18 had folding wings, and were therefore M.18s and not M.18ARs. In this example, the primary reference is wrong.

"Much of my color-annotated artwork is based on examination of black and white photographs. I'll be the first to admit that this is risky, but sometimes it's all we've got. Painting models based on tech orders, factory drawings, and paint chips without photographic verification, or at least back-up, is, I think, one of the quickest routes to disaster. All the evidence has to be combined with a touch of common sense and sometimes a little intuition when the inevitable gaps present themselves.

"The biggest reason I publish articles based on my research and analysis of secondary sources, and I believe this is one of the SAFCH goals, is to foster communication, discussion, cooperation, argument, and exchange among the readers. Mike Dobrzelecki and I were discussing this awhile back. He had done a lot of primary-source research on Polish aviators and found, inevitably, that there were gaps and ambiguities in his material. Did he wait, hoping that someday he would turn up the missing data, or was it better to get something published and maybe help shake out some of that missing material? We agreed that at some point you've got to publish. SAFO never swears to be the last word in research, as there is always more information out there. Without the Fleet Freighter article appearing in your journal we wouldn't have received the information from Terry Judge and his contacts which will make my Barkley-Grow article that much better. Similarly, would Pentti have submitted his excellent photo-illustrated article on the Ripon without being spurred by the appearance of our flawed one in print? No. This is the tree-shaking effect Mike and I talked about. (Incidentally, except for the above-mentioned loss of registration numbers and assertion that the Finns used the Ripon on torpedo missions, our article was just less extensive rather than incorrect.) I have corresponded with Nils Treichel on this and he agrees with my position. Anyway, that's my two cents on the subject.

"Some of the recent news in SAFO has been very upsetting, especially the passing of Nick Waters and the tragic fire at the Uruguayan museum...it gives one pause."

Bill Devins (SAFCH #557), 358 Arbor Rd., Lancaster, PA 17601.

Valmet L-70 Vinka & L-90TP Redigo

Pentti Manninen

"Regarding the review of the new Broplan Valmet L-70 Vinka vacuform kit that appeared in SAFO #89: A few background and detail mistakes need to be corrected before someone starts to convert this Vinka kit into Redigo - an virtually impossible task.

"One correction relates to the instructions in the Vinka kit. The scheme carried by VN-12 is not overall white. All Vinkas were first in overall bare metal, then they were camouflaged with day glow striping, and finally camouflaged with huge dayglow painted areas.

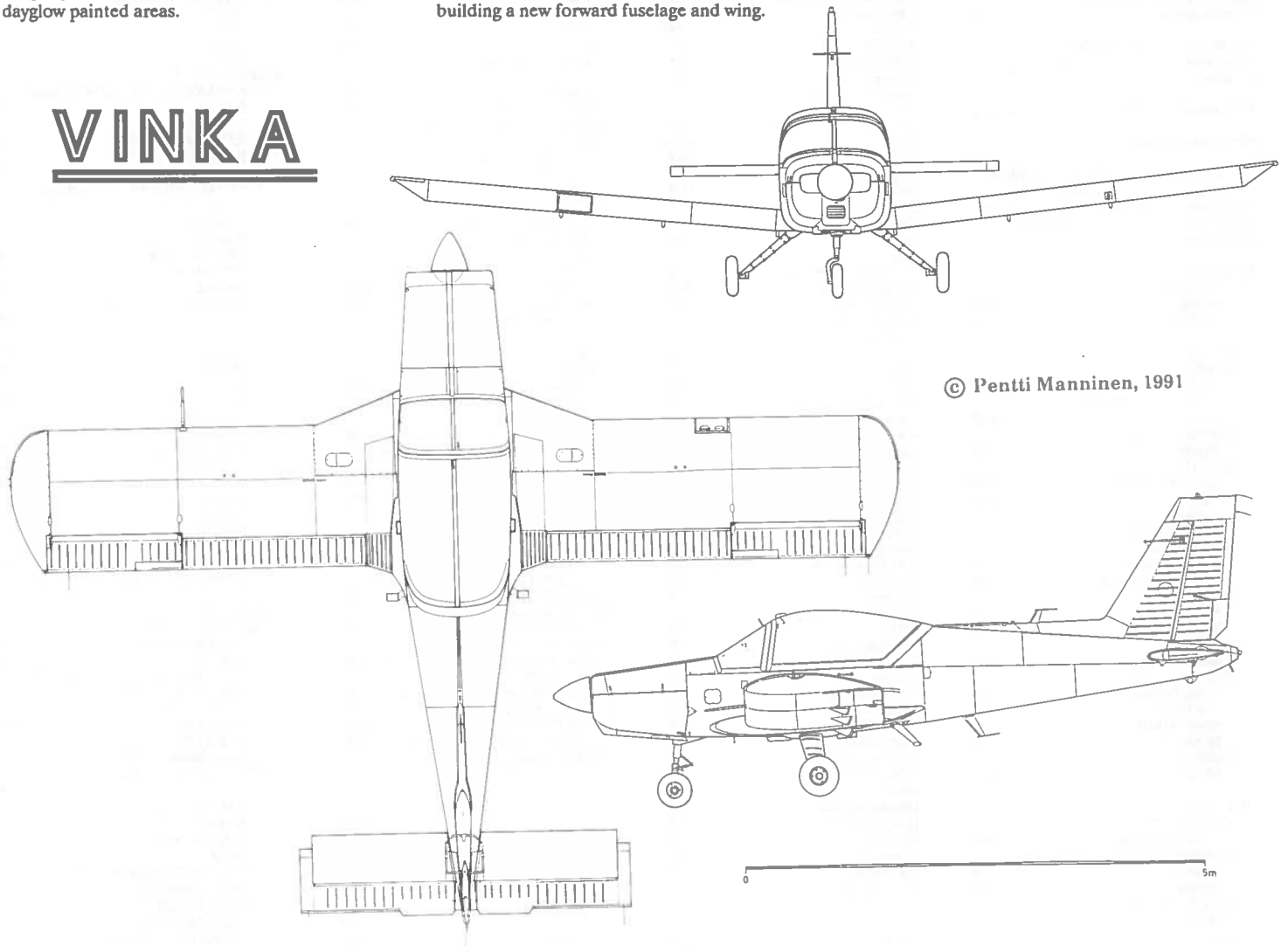
"Then there is the question of converting the kit of the piston-engined L-70 into the turbine-powered L-90. The L-90TP Redigo was developed from the L-70 Vinka, but there is very little commonalty in shape or dimensions, the L-90 being a substantially heavier and larger machine.

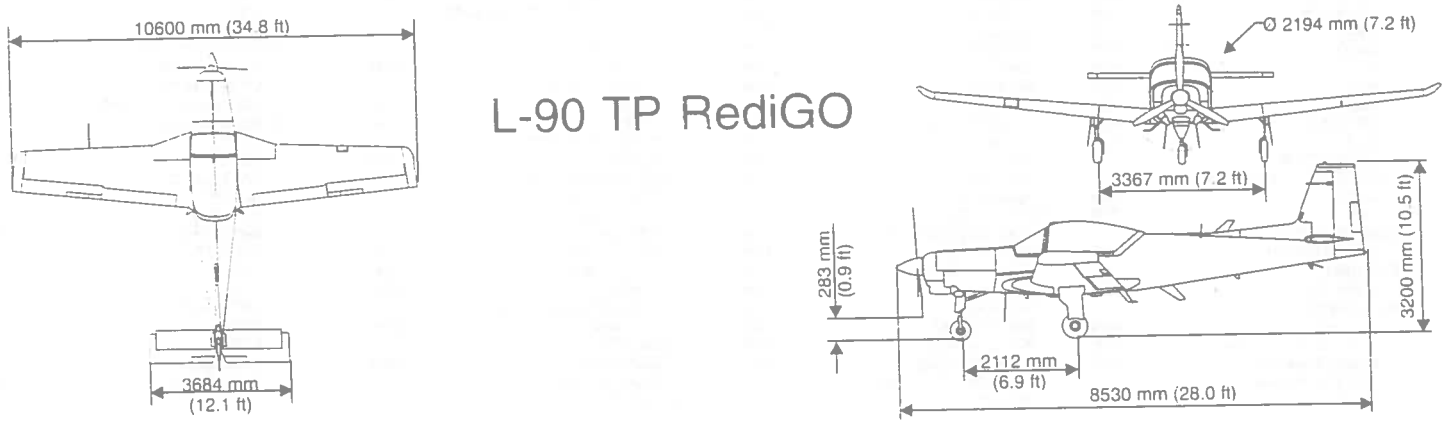
"However, the first turbine-powered prototype leading to the Redigo, the L-80TP Military Trainer (civil registration OH-VBB), shared many components with the Vinka. It is possible to construct a model of the L-80 from the L-70 kit by scratch building a new forward fuselage and wing.

"While the L-90TP Redigo has a superficial similarity to the L-70, it is totally different aircraft. The cockpit canopy and center section of the fuselage are similar in dimensions, but the rest of the model would have to be built from scratch.

"Enclosed are my scale drawing of the L-70 Vinka and a 3-view drawing of the L-90 Redigo from a sales brochure."

Pentti Manninen (SAFCH #973), Makelankatu 5 B 10, 00550 Helsinki, Finland.







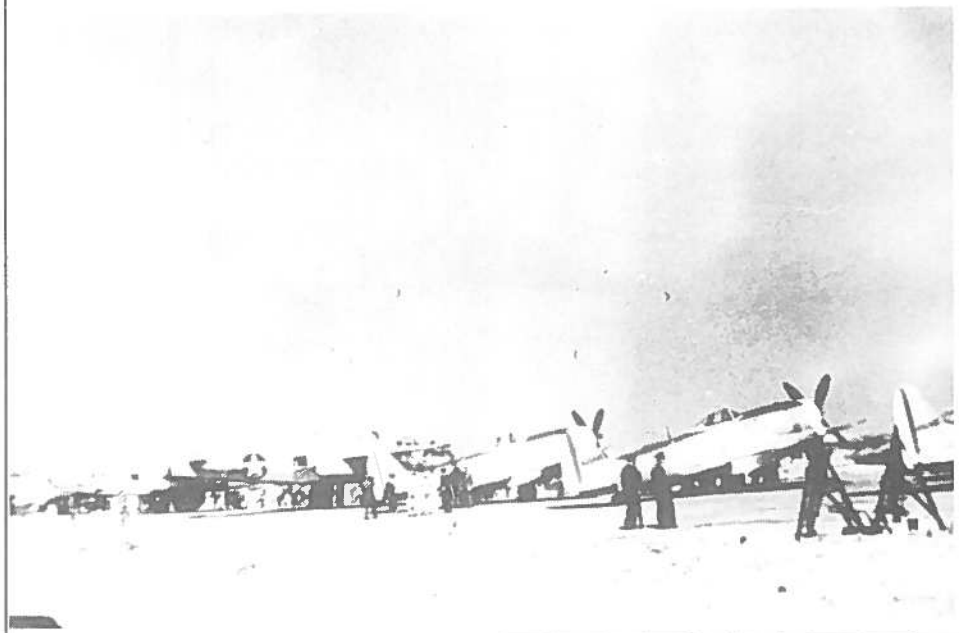
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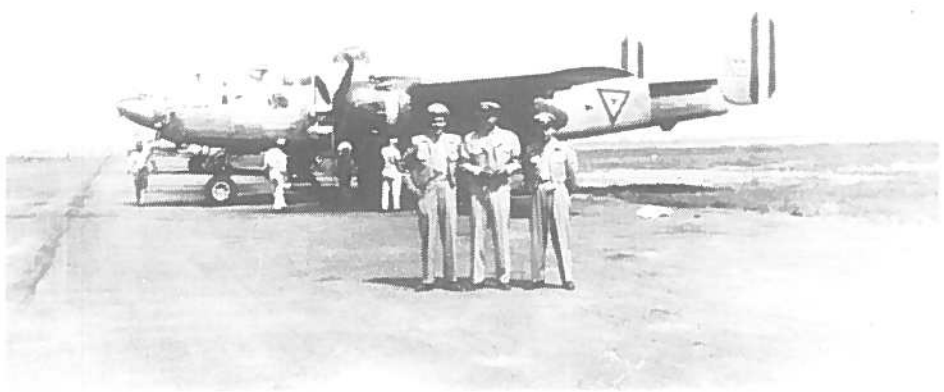
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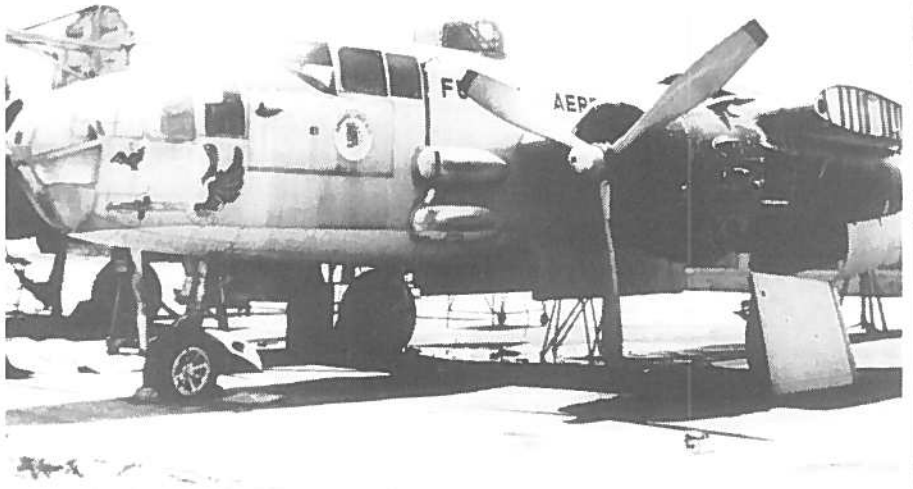
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